



Hongkong Daily Press.

ESTABLISHED 1857

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日八十月六年戌壬

HONGKONG, THURSDAY, AUGUST 14th, 1922.

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號十月八年一十國民華中

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TIME-TABLE.

WEEK DAYS.
7.00 a.m. to 8.00 a.m. every 15 minutes.
8.00 " " 9.30 " " 10 " "
9.30 " " 11.00 " " 15 " "
11.30 " " 12.30 p.m. " 15 " "
12.30 p.m. to 2.30 p.m. " 10 " "
2.30 " " 4.00 " " 15 " "
4.00 " " 8.10 " " 10 " "

NIGHT CARS.
8.50 p.m., 9.00 p.m., 9.20 p.m.,
9.30 p.m. to 11.30 p.m. every 30 minutes
11.45 p.m.
SATURDAY.
Extra Car—12 midnight.

SUNDAYS.
7.30 a.m. to 7.45 a.m.
8.00 a.m. to 9.30 a.m. every 15 minutes
9.30 " " 11.00 " " 10 " "
11.30 " " 12.00 noon " 15 " "
12.00 noon " 1.00 p.m. " 10 " "
1.00 p.m. " 4.00 " " 15 " "
4.00 " " 8.10 " " 10 " "

NIGHT CARS.
As on Week Days.
SPECIAL CARS. By arrangement at the Company's Office, Alexandra Building, 20, Queen's Road.
Season and punch tickets available for all cars, not already full, running at the time stated in the Company's time-tables, but not for special cars, can be obtained on application at the Company's Office. No Season ticket will be issued until payment therefor has been made in Bank Notes or Cheques or Compostable Order representing Bank Notes.

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

On and after FRIDAY, SEPTEMBER 15th, 1921 until further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS												
Station	Local	No. 14	No. 15	No. 16	No. 17	No. 18	No. 19	No. 20	No. 21	No. 22	No. 23	Thru Exp.
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
CANTON (En Sha Tsz)	dep.					8.00			8.55			8.50
SHEN LUNG	dep.	Sundays only					9.15		11.45			8.50
Shum Chiu	dep.		7.25	8.05	10.57	11.15	11.40	1.05	4.55	5.15	6.45	
Shum Chiu	dep.		7.30	8.15	10.46		11.45	1.06	4.55	5.15	6.45	
Shum Chiu	dep.		7.35	8.15	10.43		11.51	1.03	4.58	5.17		
Tai Po Market	dep.		7.45	8.25	10.38		12.05	1.21	4.51	5.15	6.37	
Shum Chiu	dep.		7.47	8.34	11.05		12.07	1.27	4.57	5.21		
Shum Chiu	dep.		8.00	8.47	11.16		12.21	1.40	5.13	5.50	6.44	
Yuenai	dep.		7.57	8.14	8.52	11.25	11.45	1.40	5.17	5.55	6.46	
KOWLOON	arr.		7.54	8.25	9.07	11.35	11.45	1.41	5.45	6.19	7.04	7.35

UP TRAINS												
Station	Local	No. 1	No. 2	No. 3	No. 4	No. 5	No. 6	No. 7	No. 8	No. 9	No. 10	No. 11
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	Mon. Noon	p.m.	p.m.	p.m.	p.m.	p.m.
Left Ferry leaves Hong Kong		7.55	8.10	8.15	8.18	8.19	10.15	11.45	1.05	2.55	4.15	6.41
KOWLOON	dep.	8.41	7.10	7.15	8.18	10.23	12.00	1.20	2.50	4.56	6.57	7.50
Yuenai	dep.	8.11	7.13		8.18	10.25	12.00	1.27		4.45	6.57	7.50
Shatin	dep.	7.17			8.18	10.23	12.00	1.27		4.53	6.58	7.52
Tai Po	dep.	7.17			8.18	10.28	12.00	1.24		4.56	6.58	7.48
Tai Po Market	dep.	7.23			8.17	10.35	12.00	1.24		4.53	6.57	7.49
Shum Chiu	dep.	7.25			8.17	10.35	12.00	1.24		4.53	6.57	7.49
Shum Chiu	dep.	7.28			8.18	10.35	12.00	1.24		4.57	6.51	8.03
Shum Chiu	arr.	7.44		10.40	10.19	11.39	12.00	1.24		4.51	6.57	8.00
SHEN LUNG	arr.			10.47				4.58		4.59		
CANTON (En Sha Tsz)	arr.			11.10	5.54					6.45		

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\$25.00 MATTAMACS for \$15.00

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Every Passenger in a "DRAGON" CAR is insured against accident.

Dragon Motor Car Co., Ltd.,
HONGKONG AND KOWLOON.

SPORT.
LAWN BOWLS.
The following matches in connection with the Hongkong Lawn Bowls Association League were played off on Saturday:—

CRAIGENGOWER C.C. v. KOWLOON B.G.

No. 1 Rink	No. 2 Rink
CRAIGENGOWER: Alves, Rodriguez, Fisher, Omar.	KOWLOON: Whitley, Hall, Hedley, Gray.
(Skip)..... 25	(Skip)..... 14
Jenkyns, Souza, Grimes, L. Rose.	Johnston, Farrell, Gow, Lapsley.
(Skip)..... 18	(Skip)..... 22
No. 3 Rink	No. 4 Rink
Green, W. Rose, Lee, R. Bass.	Gourlay, Brown, Harvey, W. Russell.
(Skip)..... 17	(Skip)..... 24
Total..... 60	Total..... 60

POLICE R.C. v. TAIKOO (2).

No. 1 Rink	No. 2 Rink
POLICE: Oge, Cassin, Grimes, Grant.	TAIKOO: Grimes, Sloan, Laing, Wallace.
(Skip)..... 17	(Skip)..... 25
No. 3 Rink	No. 4 Rink
Smith, Clark, Muir, Robertson.	Whyte, Barker, McLeod, G. Morrison.
(Skip)..... 29	(Skip)..... 11
No. 5 Rink	No. 6 Rink
McLellan, Moss, A. Reid, W. Gerrard.	Eldridge, O. Young, T. Young, J. Russell.
(Skip)..... 24	(Skip)..... 20
Total..... 70	Total..... 56

The match between Kowloon C.C. and the Civil Service C.C. had to be postponed owing to the ground being too wet for play.

THE LEAGUE TABLE.

	W.	L.	T.	Pts.
Taikoo (2)	10	3	2	16
Kowloon B.G.	9	7	1	15
Taikoo (1)	8	6	3	12
Police R.C.	8	4	5	6
Civil Service C.C.	8	3	5	6
Kowloon C.C.	8	2	7	4
Craigengower C.C.	10	1	8	1

LAWN TENNIS.
PROPOSED INTERPORT CONTEST.

An invitation has been sent to the Shanghai Lawn Tennis Association to send a team to Hongkong in the autumn to play a series of interport matches.

WATER POLO.
V.R.C. v. U.A.C.
The following will represent the United Athletic Club in the above League fixture, to-day at 5.30 p.m.:—S. R. Garrod; G. R. Razavet; K. A. Mason; J. Leonard; A. A. Botelho; D. Liang; C. R. Logan.

THE CHINESE "CHRISTIAN GENERAL'S" ARMY.
HYMN-SINGING AND BIBLE STUDY.

A correspondent of the "N. C. Daily News" writing from Kaifeng (Honnai province) says in the course of a letter:—
"I am writing this letter to the accompaniment of hymn singing in the various barracks that surround the city to the east and south. I should suppose that in no other country in the world—I say, not in any other province in China, you note—can such a spectacle be seen as in this last of all the provinces to open its borders to the reception of Christianity. Morning and night the tunes of the favourite hymns are wafted over the city from all the encampments of General Feng Yu-hsiang's soldiers. Your correspondent has seen companies of men drilling during the hot days of the early half of this month, when to relieve them for a time the captain in charge and captains take charge of the drill of their companies in this Division—would order to ease under the shade of a tree, and the company would engage in Bible study.
This month has been one of conferences in the south suburb of the city. There was the annual Y.M.C.A. conference for the schools of the province; at the same time there was a summer normal school which drew representatives of all the Christian schools in the province to the city. The most significant of all the conferences was an Officers' 10 days' Bible study school which convened in the Yu Wang Miao. Here for all these days the highest of General Feng's officers attended, either as pupils or instructors, for at least some part of the day. There were between 70 and 80 in attendance."

SALE OF THE "HERCULES."
AUCTIONEERS SUED FOR ALLEGED BREACH OF WARRANTY.

Before the acting Puisne Judge, Mr. Justice Wood, sitting in Original Jurisdiction in the Supreme Court, of Hongkong yesterday morning an action by Kwok Lai Ting, manager of Sing On & Co., against Messrs. Hughes and Hough came on for trial. The plaintiffs' claim was for damages from the defendants for breach of a duty owed by them to plaintiffs to sign plaintiffs' name as the purchaser to a contract for the sale and purchase of the steam tug *Hercules* which was put up for sale by the defendants on May 20th, 1921, and knocked down to plaintiffs. In the alternative plaintiffs claim damages for breach of a warranty that defendants were authorised to sell the said steam launch to the plaintiffs at a price of \$10,000.

The defence was that defendants were not authorised by their principals and under no duty to the plaintiffs to sign a memorandum of a contract of sale or to otherwise complete the sale at the price at which the tug was in error knocked down.
Mr. C. G. Alabaster and Mr. Eldon Potter, instructed by Messrs. Johnson, Stokes and Master, were for the plaintiffs, and Mr. F. C. Jenkin, instructed by Messrs. Hastings and Hastings, was for the defendants.
In the statement of claim it was set out that plaintiffs attended the auction which was not advertised as being subject to reserve, and bid \$10,000 at which figure the vessel was knocked down. Plaintiffs authorised and gave the defendants a mandate to act as their agents and to sign a memorandum of contract on their behalf. By knocking down the vessel the defendants accepted to sign the memorandum, and plaintiffs had been unable to obtain the vessel and had suffered damage.
Mr. Alabaster in opening the case said that when plaintiffs drew up their claim it was not known whether the vessel was to be sold subject to a reserve price but it was later found that the War Department had put a reserve of \$3,500.
Mr. Jenkin said it was admitted fact that this amount was the reserve.
Mr. Alabaster said the plaintiffs would proceed on the claim for breach of warranty. The defendants had paid \$25 into Court and admitted liability so it was a question of the amount of damages. The defendants would contend that the measure of damages was nominal and they had paid \$25 into Court. The plaintiffs, however, would argue that the measure was the loss of the bargain and damages should be substantial.
The hearing stands part heard.

A CASE FOR THE POLICE.
THE TRIALS OF THE CINEMA TICKET COLLECTOR.

Mr. R. E. A. Webster appeared at the Magistrate's yesterday, on behalf of the Hongkong Amusements Co., Ltd., to prosecute in a case against one named Ip Cheung who was summoned for assaulting one of the Company's ticket collectors at the Tai Yut Theatre. The defendant did not make an appearance.
Mr. Webster said the case was one of some importance to the Company. The ticket collector was really the complainant in the case and had experienced a great deal of trouble in his work, owing to many threatened assaults. Other ticket collectors had also experienced trouble, and quite recently there had been three cases in Court dealing with the same subject. In this particular case the defendant was turned away from the door. The defendant was alleged to have said to complainant, "All right, my friend, I will wait for you." "Sure enough he did," added Mr. Webster, "for on August 1st the defendant met the complainant in Waterloo Street and struck him a heavy blow on the mouth." A chase ensued and the defendant was found hiding in the cookhouse of a tea house. When the complaint took the defendant to the police station the defendant alleged that the complainant struck the first blow. In view of this statement the police told the complainant to take out a summons for assault. The complainant did so.
The Magistrate: Why?
Mr. Webster: I do not know.
The Magistrate said there was no reason why a summons should have been taken out. It seemed to be a case for the police. The Magistrate issued a warrant for the defendant's arrest.

OPIUM SMUGGLING.
JAPANESE STEAMSHIP COMPANY AS DEFENDANTS.

The Hongkong agents of the Yamashita Kisen Kaisha appeared as the defendants at the Magistrate's yesterday, in a case preferred against them by the Superintendent of the Imports and Exports Department in that the Company allowed one of their vessels, the s.s. *Hozu Maru*, to be used for the conveyance and importation of opium into the Colony. Mr. N. L. Smith prosecuted, and Mr. A. A. Watson, solicitor, appeared for the defence.
The case for the prosecution is that 2,040 taels of raw non-Government opium was found in the bilge tanks by the Revenue officers on arrival of the steamer in Hongkong. Arising out of the present charge, the Company have preferred a charge of smuggling opium into the Colony against a donkeyman employed on the vessel.
At the request of Mr. Watson, a formal remand was granted. The case will come up for hearing on Wednesday afternoon next.

CORRESPONDENCE.
SHIP REQUISITIONING DURING THE WAR.

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS."]

Sir.—The report of the proceedings in the Legislative Council, published in your issue of the 4th instant has afforded an interesting subject for analysis.

The position taken up by the ship-owners appears to be as follows:—

(1) In March, 1919, the Hongkong Government notified the smaller ship-owners of this Colony of its intention to exercise control of those of their ships which were not on that date under requisition.

(2) The ship-owners protested against the control, but more particularly so against the rates of remuneration offered by this Government.

(3) The smaller ship-owners from the first doubted the validity of this Government's action, but took no steps to contest the point as they did not wish to hinder the furthering of the interests of the British Empire during the war, and they relied upon receiving fair treatment from this Government.

(4) The smaller ship-owners, as a consequence of the control were forced to run their ships at a financial loss, as shown by certified balance-sheets handed in to this Government, at a time when foreign competitors were enabled to build up huge reserves against the slump in shipping that has since occurred.

(5) The requisition scheme was wound up in March, 1919, and showed the substantial profit of \$2,231,204.11.

(6) In December, 1919, in consequence of this Government not giving the smaller ship-owners a reasonable rate of remuneration for use of their ships, a test action was commenced by the owners of s.s. *Holloway*.

(7) The smaller ship-owners have been in negotiation with this Government and a tentative offer was made to them by this Government which they (the smaller ship-owners) were prepared to accept, but this was withdrawn after this Government, it is stated, had consulted the *Unofficial Members of the Council*.

The attitude of this Government appears to be as follows:—

(1) This Government stated they were acting as agent of the Imperial Government whose instructions could not be varied one jot or tittle, but it stated that this Government would watch the requisition scheme and give the smaller ship-owners its sympathetic consideration.

(2) This Government—as agent—either did not know or was not instructed to disclose the authority upon which the scheme was based.

(3) This Government anticipated and informed the ship-owners that any money that accrued would go to the Imperial Government for prosecution of the war.

(4) In March, 1919, when the scheme was wound up, this Government approached the Imperial Government and obtained permission to retain the profits derived from the scheme.

(5) This Government decided to utilize the windfall of \$2,231,204.11 upon the construction of a Hotel and Flats in Kowloon and the extension of educational facilities among the various classes of the community.

(6) After the *Holloway* action was started this Government negotiated in an apparently sympathetic manner with the ship-owners and a tentative proposal was made and acceptable, but withdrawn as already mentioned.

(7) In 1920 the Indemnity Act was passed by the Imperial Government.

(8) This Government seeks to pass an Indemnity Ordinance, not, in effect, to legalize war measures, but to prevent the smaller ship-owners from seeking a judgment of the Court which would entail the loss by the Government of a handsome *cumshaw* from the Imperial Government.

Putting aside all questions of right or wrong, it would seem equitable for this Government to make some compensation other than sympathy to the ship-owners for the losses they suffered which enable this Colony to receive a *cumshaw* of upwards of two and a quarter million dollars.—I am, sir, yours faithfully,

ONLOOKER.
Hongkong, 9th August, 1922.

THE WORLD THEATRE.

"One of the chorus" is the next fine picture from Realart's to be screened at the World Theatre, commencing to-morrow. The popular Star Alice Brady takes the leading role, and is supported in John Hughes, a famous comedian. When a chorus girl marries the son of an aristocratic family, everybody predicts calamity, and the husband's family is usually willing to help the calamity along. Only in grim tragedy did that proud and mobbish family realize that it was their boy, not the chorus girl, who had married the true aristocrat, one who was noble by instinct. This in one of the Realart Pictures Co.'s best productions the scenes are realistic.

When in doubt about your eyes or your glasses

Consult

CHINESE OPTICAL CO.

Eye-sight Specialists.

67, QUEEN'S ROAD, CENTRAL.

Hongkong.

(297)

FATAL EXPLOSION AT SEA.
ON RUSSIAN STEAMER.
CHIEF ENGINEER, THIRD ENGINEER AND CHINESE FIREMAN SUCCUMB.

The s.s. *Hoi Ping* arrived in Hongkong on Tuesday morning and brought word of a fatal explosion which occurred in the engine room of the Russian steamship *Indighirka* on the early morning of the 7th inst. in the Hainan Straits. There were a number of casualties on board. Three of the more serious cases were transferred to the *Hoi Ping* and brought to Hongkong. Two of these, the Chief Engineer and a Chinese fireman succumbed to their injuries the following morning. The other case, the Third Engineer was despatched to the Government Civil Hospital directly the vessel arrived in Hongkong. This man also died about six hours after being admitted into hospital.

The s.s. *Indighirka* belongs to the Russian Volunteer Fleet and is officered by Russian with a Chinese crew. She was proceeding under ballast to Hongkong, where she was to load up with coal for Hongkong. At mid-day on the 7th Capt. Nicol of the s.s. *Hoi Ping*, whilst passing through the Straits, noticed the vessel anchor and flying a distress signal. The sea was calm and Capt. Nicol was able to bring his vessel within speaking range of the distressed ship. He was informed that a serious explosion had occurred in the engine room at 5 o'clock that morning and that there were a number of casualties. The exact nature of the accident was not made clear, in the imperfect English spoken by the Russian Captain (Mr. J. J. Kozemadzy), but it was gathered that engine trouble developed during the night and the ship anchored in the Straits pending repairs.

The engineers worked all night on the job and by daybreak were able to carry out tests. The Second Engineer is said to have turned on the steam from the boiler room whilst the remainder of the staff watched the results by the valves in the engine room. There was a loud explosion, followed by a blinding escape of steam. The engineers and some Chinese firemen were caught like rats in a trap. When the steam had cleared away a pitiful sight was seen. In the case of the Chinese fireman not a square inch of skin was left on his body, whilst the two engineers were scalded internally by inhaling the steam and very badly burned about the legs and arms.

The ship's doctor rendered first aid and disposed of a number of men who were suffering from less serious burns. Regarding the more serious cases the only hope of saving their lives was to get them into hospital at Hongkong as quickly as possible. The *Hoi Ping* did not arrive on the scene until five hours after the accident.

It was first thought advisable to tow the vessel into Hongkong but after a careful examination of her engines it was found that these could be repaired on the spot. The three injured men and the Russian doctor were transferred by boat to the *Hoi Ping* and shortly after 1 p.m. the *Hoi Ping* started at full speed for Hongkong.

Everything was done to make the men comfortable but their continual cries for iced water were heart-rending. The Doctor worked assiduously and the patients were allowed small sips of claret to quench their burning thirst. The *Hoi Ping* is an old vessel, having traded up and down the China Coast for the last forty years. Her speed normally is nine to ten knots per hour, but on this occasion the engines were worked up to eleven and a half knots per hour, and the 234 miles from the Straits to Hongkong were accomplished in 22 hours.

The worst case was that of the Chinese, who, despite his injuries, was very cheerful. At midnight during the voyage he enjoyed a meal of rice. Two hours later a re-attack set in and at 4 a.m. he passed on in his suffering. The Chief Engineer (Mr. Egoroff) bore his suffering patiently. He retained consciousness until the vessel was in the Sulphur Channel where a change set in and just as the vessel was passing Green Island he also died. The Third Engineer (Mr. Bjelajeff) was taken ashore on a Police launch and sent to the Government Civil Hospital directly the vessel dropped anchor in Yau-mai Bay. The unfortunate man lived until 7.15 p.m. the same day, when he passed away.

The body of the Chinese was handed over to Tung Wah Hospital and that of the Chief Engineer to the Agent for the Russian Volunteer Fleet in Hongkong (Mr. Tavarres). The funeral of the two engineers took place at Happy Valley the same evening.

The late Chief Engineer's wife is on her way to Hongkong. The late Mr. Egoroff was 55 years of age and was well known in the port as a healthy and cheerful old seaman.

Since the arrival of the s.s. *Hoi Ping* a telegraphic message has been received from the Captain of the s.s. *Ning Sang*, which states:—

"Steamer *Indighirka* French flag anchored entrance to Buoya Hainan Straits engine broken down. Inform owners."

The s.s. *Indighirka* is a vessel of 1,483 tons net, and has cargo space for 2,600 tons. She was formerly the s.s. *Trinidad* and was owned under that name by Messrs. Butterfield & Swire.

THE SWATOW TYPHOON
DISASTER.

CHAMBER OF COMMERCE FUND.

"GENEROUS RESPONSE" BY THE
BRITISH AND FOREIGN
COMMUNITY.

Within two hours yesterday morning twenty thousand dollars had been contributed to the public subscription fund for the relief of sufferers in the Swatow typhoon disaster, opened by the Hongkong General Chamber of Commerce. H.E. the Officer Administering the Government and Mrs. Severn sent \$500 and the Hongkong and Shanghai Banking Corporation gave the commercial community a strong lead with a contribution of \$5,000. Messrs. Jardine, Matheson & Co., and Messrs. Butterfield & Swire, the Indo-China S.N. Co. and the A.P.C.—though their own losses in the disaster are at present incalculable—each contributed \$2,000. Other leading British firms gave generously in spite of the acute trade depression which still continues. Foreign firms were entirely sympathetic and intimated that their contributions will be forthcoming as soon as telegraphic advices have been received from head offices. The American Consul in Swatow, by the way, is working hard for the relief of the people there.

Very considerable additions to the subscription list may be expected today. It should be made clear that the Chamber of Commerce is not confining its appeal to its own members but will welcome contributions—large and small—from all members of the British and foreign community.

The following is the list of subscriptions already received:

THE CHAMBER OF COMMERCE SUBSCRIPTION LIST.

H.E. the Officer Administering the Government and Mrs. Severn	\$ 500
Hongkong and Shanghai Banking Corporation	5,000
Messrs. Jardine, Matheson & Co., Ltd.	2,000
Messrs. Butterfield & Swire	2,000
Messrs. The Asiatic Petroleum Co., Ltd.	2,000
The Indo-China Steam Navigation Co., Ltd.	2,000
Messrs. Gibb, Livingstone & Co., Ltd.	1,000
The Hongkong Electric Co., Ltd.	1,000
Messrs. Mackinnon, Mackenzie & Co., Ltd.	1,000
Messrs. Shewan, Tomes & Co.	1,000
The Union Insurance Society of Canton, Ltd.	1,000
The Hongkong Hotel Co., Ltd.	1,000
Messrs. David Sassoon & Co., Ltd.	1,000
The Hongkong Fire Insurance Co., Ltd.	1,000
The Canton Insurance Office	1,000
The Hongkong and Kowloon Wharf and Godown Co., Ltd.	1,000
The Hongkong Land Investment and Agency Co., Ltd.	1,000
The China Sugar Refining Co., Ltd.	1,000
The Hongkong and Whampoa Dock Co., Ltd.	1,000
Messrs. Duffell & Co., Ltd.	500
The Holland China Trading Co., Ltd.	500
The Star Ferry Co., Ltd.	500
A Sympathiser	250
J. W. H. Esq.	20
	\$28,270

THE DOUGLAS S.S. CO.'S CONTRIBUTION.

On behalf of the Chin Chau Association the Chairman of the Chinese Chamber of Commerce has expressed thanks to the Douglas Steamship Company for a contribution of \$500 for relief purposes, and the offer to carry foodstuffs for relief to Swatow free of freight charges.

SIR ROBERT HO TUNG: \$5,000.

Mr. Lo Chung Kue, Chairman of the Tung Wah Hospital Committee, informs us that Sir Robert Ho Tung has opened the Chinese subscription to the Swatow Relief Fund with a donation of \$5,000.

THE CHINESE NAVY AND THE
DISASTER.

A reader writes: "I have noticed it reported that H.M.S. Magnolia was dispatched to Swatow as soon as news of the terrible calamity was received in order that she might render any assistance in her power. I have not yet observed that any vessels from the Chinese Fleet which have been allowing barnacles to grow on their bottoms in the Canton river for so many weeks, have yet been despatched to Swatow to render what help they may. Can it be a fact that not one has been sent? We have no information, but would welcome news from any source."

TRAINED AND UNTRAINED
TEACHERS.DISCUSSION AT THE EDUCATION
BOARD.

SOME PROBLEMS OF THE FUTURE.

Interesting questions connected with the training of teachers were discussed by the Education Board at its half-yearly meeting yesterday afternoon. The Director of Education (the Hon. Mr. E. A. Irving) presided and there were also present the Inspector of English Schools (Mr. E. Ralphs), the Registrar of the University (Mr. N. Teesdale Mackintosh), the Rev. Fr. Maria, Mr. A. R. Cavalier, Mr. S. W. Tso, Mr. U. Rumjahn, Mr. A. F. B. Silva-Netto, Mr. W. Jackson, and the Secretary (Mr. Y. P. Law).

The CHAIRMAN said that there had been for a great many years a course at the Technical Institute for training Chinese teachers, and all the masters in the Education Department and many of the Chinese masters in the Grant Schools had been trained at this course. "Of recent years, the Government Education Department had depended more on the University and less on the Technical Institute. The principle in regard to the Technical Institute had been that boys leaving Queen's College to become schoolmasters had to pass three annual examinations there. If they did not pass, they lost promotion and increases of pay, and ultimately were dismissed. The Chairman explained that he was asking the Board to advise as to the training at the Technical Institute. Mr. Handyside, the normal-master there, had reported that he was not satisfied with the facilities for practical training and teaching given, which was not to be wondered at considering that the classes were held in the evening and boys were not very willing to stay after school hours to receive instruction at the hands of the student teachers. The question in his mind was whether it was possible to give these teachers proper training in class teaching at all, and, if it was not possible, would not the Board be perfectly justified in cutting out this teaching from the curriculum altogether giving the student teachers general teaching and instruction in the theory of teaching, leaving the actual training in teaching, before a class, to be undertaken by the headmasters of the schools in which the student teachers were trained for the greater part of the week?

PRACTICAL TRAINING IN TEACHING.

Mr. HANDYSIDE, who attended at the request of the Chairman to give the Board any information it might require regarding the Technical Institute, said that in the past each student had attended for two hours' instruction twice a week, but did not do anything but theoretical work until the third year of the course. The student then assisted in preparing a lesson, taught it and underwent kindly criticism. Mr. Handyside indicated that too much had to be done in the four hours per week.

The CHAIRMAN: To whom does the student give the lesson?

Mr. HANDYSIDE: The first year I managed to get pupils from the lower classes of Queen's College, but last year I had to get the students to teach their fellow students. There was some difficulty in getting willing support from the classes at Queen's College; they rather objected to staying behind for three quarters of an hour in order to be taught by third year men. This year a third year man has taught the first, second and his fellow third year students. The difficulty is to get the students to realize their position and for the class to realize they are supposed to be junior boys.

Mr. MACKINTOSH asked the numbers in each class, and Mr. HANDYSIDE replied that there were 24 students in all, with a usual attendance of from 18 to 20. Further questions elicited that the entire supervision fell upon Mr. Handyside and involved for him a great deal of additional work.

The CHAIRMAN: What do you think of dropping the practical teaching and leaving it to the headmasters of the students' schools?

Mr. HANDYSIDE: If there is a guarantee that a certain amount of definite and practical work is being done, it may be possible to leave it in that way, but the crux of the situation is that you are making teachers at the Technical Institute classes and they ought to do some practical work, just as medical students do in the course of their training.

Mr. MACKINTOSH: They are doing it all day in their own schools.

Mr. HANDYSIDE: It is to improve the way they do it that they are having this instruction. It will be satisfactory so long as it is not treated incidentally.

The CHAIRMAN: Is what is being given at present of any real value?

Mr. HANDYSIDE replied that some good had been done, but he did not claim that the experiment had been a success.

AN AMENDED SCHEME.

Mr. RALPHS, continuing the discussion after Mr. Handyside had withdrawn, read a minute containing proposals for re-organising this teaching. This provided for: teaching two hours a week; phonetics, two hours a week, and English composition and literature, two hours a week. Practical teaching, Mr. Ralphs said, was the difficulty, and his proposal was that a class of schoolboys should be formed, as was done in connection with vernacular classes, to consist of 20 boys, who knew some Chinese and were ready and anxious to learn English. They would learn English from the beginning, taught, under Mr. Handyside's instruction, by the student teachers. After the boys had gone the students would discuss the work done and prepare the next lesson.

Mr. MACKINTOSH: I hope we are not "hogging a dead horse." It does seem to me perfectly absurd to go on with this normal teaching in the Technical Institute. If we have to go on for any length of time the result will be that we are turning out different grades of Government hall-marked teachers—24 carat, 16 carat, and a very poor carat school-master. I cannot see what we are going to gain by that. The University is turning out Government trained teachers—I say Government trained because they are trained at the expense of the Government. They have had training for four years under a staff considerably bigger than one, and they go out into the world to earn their bread. The Government, at the moment, is able to employ them, but I am not clear for how many years it will be able to do so.

The CHAIRMAN: A large number are not Government pupils at all in the Grant Schools.

Mr. MACKINTOSH: I appreciate that, but it does not alter my mind. You have got to make up your mind one day how many Chinese and foreigners you are going to employ in your schools. If you are going to train Chinese schoolmasters you must find employment for them in the schools of the Colony, and you must see that as far as possible they are on much the same level of training. I thought this Technical Institute was dead, long ago. It is training teachers who will be able to sell their training at the cheaper rate than the graduate. The graduate does demand a bigger salary and your technically-trained student is able to undersell him. I support the Chairman's suggestion that these teachers should not be given any training in class teaching at the Institute because in a few years they will be displaced by highly trained teachers.

MORE WORK FOR HEADMASTERS.

In the meantime it is the obvious duty of the headmasters to give them that teaching. The headmasters do very little teaching themselves. It is remarkable what an easy time they appear to have—to a layman who, like myself, goes round inspecting once a year. One asks for their time-table; but we will draw a veil over the reply. It is the duty of the headmasters to go to the classes being conducted by these untrained men and watch them and show them how to teach. The headmasters will have very much better results when they do that, than any one single man can hope to attain who is instructing the student teachers, with made-up classes to work upon.

I suggest we ought to cut this technical institute training, out altogether; because it will disappear as you get graduated teachers, for whom you must be able to provide employment, the only way to do that is by refusing to allow the untrained teacher to teach in any of your schools. I don't agree if you say it is a hardship on grant-in-aid schools; it is a much worse hardship on the victim—the boy who is not getting a proper education, but a second or third rate one, because we allow some badly trained teachers to teach them. That responsibility is ours and it is a very grave one. I came here prepared to suggest that the whole of the Technical Institute disappear, but the Chairman tells me I should not be in order.

The CHAIRMAN: No. (Laughter.)

LEAVE THE TRAINING OF TEACHERS TO THE
UNIVERSITY.

Mr. MACKINTOSH: I am prepared to press that, but I am satisfied if I can persuade this Board to recommend that these so-called classes be done away with and it be left to the University to do this work. The University has gone to a great deal of trouble and expense and this work should be left to it entirely. It is a sheer waste of time, effort and Mr. Handyside's energy that he should try and carry on under these conditions. If you do, you are being grossly unfair to the student you are teaching, and the graduate for whom some day you will have difficulty in finding employment.

The CHAIRMAN: I think I ought to correct Mr. Mackintosh on one or two points. There is no prospect for many years of there being competition between the education-graduates of the University and these untrained teachers. At present the University output of graduate teachers is three, and I have in the Department, to my regret, some eight or nine untrained teachers, at least, whom I could exchange for graduate teachers if any such existed. The position of the Grant schools is far more favourable to the continued prospects of employment for University teachers, because I do not think they have a single trained University graduate in them, and they would like to have them. It will be ten or fifteen years before there is any considerable number of graduate teachers.

"TWENTY AND THIRTY AND FORTY YEARS ON."

Mr. MACKINTOSH: How many?

The CHAIRMAN: I will say 25 years.

Mr. MACKINTOSH: I am anxious to pin you down to a figure. You jump from ten to 25 years.

The CHAIRMAN: I will say 50 years. In England they have never succeeded in doing without more or less untrained teachers and I do not believe we shall be more successful. At any rate, there is no prospect of the Grant schools having sufficient graduated teachers to enable them to do without untrained teachers, and so, for years, shall we say—we shall have to supplement staffs with untrained teachers and make the best of the material to our hands. The question really before us is whether part of this training should be done at the Technical Institute, or at the school to which the student teacher is attached. The idea of dropping the valuable work of the Technical Institute is out of the question. We have extremely good Chinese schoolmasters in the Colony and that is the training they have had. No doubt, if they had been trained at the University they would have been more capable still. Mr. Ralphs proposes to get together a scratch class; Mr. Handyside could readily object to such a class, that it would assemble at long intervals. Mr. Bird, at the Ellis Kadoorie School, without any formal scheme, is training his untrained teachers and I expect it is being done at most of the other schools. We might put on record the necessity that it should be so done.

The CHAIRMAN then proposed that, in the opinion of the Board, it is undesirable that the practical training of teachers should be attempted at the Technical Institute, but that instruction in practical teaching should be left to the headmasters of the students' schools to arrange for.

FUTURE UNIVERSITY OUTPUT.

Mr. MACKINTOSH: I should like to second that. It sounds how very much the Chairman and I are in agreement—except on matters of mathematics. Mr. Mackintosh went on to reply to the Chairman's remark that the present output of University trained teachers was three. The Chairman, he said, was forgetting the students who came from places outside Hongkong and the private students who attended the University at their own expense. The number of students in the Education Department of the University, to-day, was over 100. In January, 1923, there would be at least 100, and possibly 150, education undergraduates. In four years the University would be turning out from 50 to 100 graduates every year.

"I pressed you for a figure," continued Mr. Mackintosh, "because it is that figure which the University is particularly anxious to get from you. You began with ten years and ended with 50 years. If you take 50 University education graduates per annum and multiply by 50 years you will have something like 2,500 Chinese teachers, and it is just that I am frightened of, that we shall be turning out people for whom we can find no employment."

The resolution was then carried.

LEGARD SCHOLARSHIPS.

Alterations in the conditions attaching to the Legard Scholarships—with a view to meeting modern requirements—were also discussed but a decision was postponed until the next meeting.

RETURN FROM BANISHMENT.

EVIDENCE, WANTED.

An interpreter who left the Government service some six years ago was the missing link in a banishment case at the Magistracy, yesterday.

The defendant, who was charged with having returned from banishment, said he had completed his five years' banishment and that he was free to come back to the Colony.

A Police Sergeant stated that the man had been banished for life and that this was clearly explained him at the time by an interpreter. Unfortunately the interpreter had left the service and there was little hope of finding him.

Mr. Lindell put the case back pending further enquiries as to the whereabouts of the interpreter.

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"TAIPO" CLOTH, the Ideal Hot Weather Material.

STYLE AND FIT EXCLUSIVE.

INTIMATIONS

HONGKONG JOCKEY CLUB.

MEMBERS wishing to subscribe for the Annual Race Meeting 1922 will find the Club at the Hongkong Jockey Club Stables and Race Course. [1340]

THE HONGKONG JOCKEY CLUB.

AN EXTRAORDINARY GENERAL MEETING of Members will be held at the Jockey Club Rooms, Hongkong Club Annex on TUESDAY, 15th August, at 5 P.M. for the purpose of considering a Recommendation of the Stewards for the improvement of the arrangements at the Race Course for the Autumn, and the provision of a Members' Enclosure.

Plans of the proposed alterations can be seen at the Office of the Clerk of the Course, c/o Messrs. Moxon & Taylor, Victoria Building, Queen's Road Central.

A good attendance of Members is particularly requested. [1342]

THE HONGKONG CANTON AND MACAO STEAMBOAT CO. LTD.

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND OF ONE DOLLAR per share for the six months ending 30th June 1922 will be PAYABLE on TUESDAY, 22nd August, on which date Dividend Warrants may be obtained on application at the Company's Office.

THE TRANSFER BOOKS of the Company will be CLOSED from Tuesday, August 15th to Tuesday, August 22nd, both days inclusive, during which period no Transfer of Shares can be registered.

By Order of the Board of Directors, JOHN ARNOLD, Secretary. [1343]

THE EAST ASIATIC CO. LTD. COPENHAGEN.

THE S/S

"BANKA" will be despatched on or about 11th of August, 1922, taking cargo for "BANGKOK". For Freight and further particulars please apply to MANNERS & BACKHOUSE, LTD.; [1343]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO. LTD. AND CHINA MUTUAL STEAM NAVIGATION CO. LTD.

CONSIGNEES per Company's Steamer "TITAN"

are hereby notified that the Cargo will be discharged into the Wharf, Kowloon, where it will be at Consignee's risk and subject to terms and conditions of storage at the wharf. The Cargo will be ready for delivery from Godown on and after 8th August.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival. All broken, damaged, and damaged goods are to be left in the Godown, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 A.M. and Noon within the free storage period.

No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 15th Aug., will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 15th August, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents. [1337]

S.S. "CORDILLERE"

COMPAGNIE DES MESSEAGERIES MARITIMES.

NOTICE

CONSIGNEES of Cargo from Marseilles in connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure, and Valuables are being landed and stored at their risks into the Godown and/or extra hazardous Godown of the Hongkong-Kowloon Wharf and Godown Co., Ltd., at Kowloon; whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before Noon on day requesting it to be landed there.

Bills of Lading will be countersigned by the undersigned, Goods remained unclaimed after the 15th inst. at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 15th instant, or they will not be recognised.

All damaged packages will be examined by Messrs. Goodard & Douglas, on Friday, the 11th inst. at 10 a.m.

No Fire Insurance has been effected.

A. JOHARD, Actg. Agent. [1339]

T-O-N-I-G-H-T AT THE CORONET

THE GREATEST QUESTION

KOWLOON THEATRE.

AT 5.45 & 9.15.

THE JUNGLE GODDESS

EPISODES, 3 & 4.

INTIMATIONS

MORTGAGE INVESTMENTS WANTED

MESSERS. DEACON, LOOKER, DEACON & HARSTON, of No. 1, Des Voeux Road Central, Solicitors, have for investment the sum of \$200,000, and are prepared to consider applications for the advancement of the same on First Class Mortgage of House Property. [1331]

PROPOSAL TO CHANGE A SHIP'S NAME.

I, GEORGE WINSTANLEY BARTON, of Douglas, Lapraik & Co., General Managers of Douglas Steamship Company, Ltd., of Hongkong, HEREBY GIVE NOTICE that in consequence of a wish to have the below-mentioned Steamer carry a similar name to other Steamers of the Douglas Steamship Company, Ltd.

I have applied to the Board of Trade, under Section 47 of the Merchant Shipping Act, 1894, in respect of the ship "TUNGUS" of Tonsberg, Official No. 14812 of Gross Tonnage 1925.30 Tons, Register Tonnage 1052 Tons, heretofore owned by WILLIAMS & DEMPSEY, hereafter to be owned by the Douglas Steamship Company, Ltd.

Any objections to the proposed change of name must be sent to the Registrar of Shipping at Hongkong within Seven (7) days from the appearance of this advertisement.

Dated at Hongkong this 5th day of August, 1922.

GEORGE WINSTANLEY BARTON, Douglas, Lapraik & Co., General Managers. [1330]

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L. S. HOLM.

Hongkong, October 2nd 1920.

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INTIMATIONS

HONGKONG HOTEL CO., LTD.

NOTICE

ISSUE OF 17th FEBRUARY, 1922, OF 109,650 ADDITIONAL SHARES OF THE NOMINAL VALUE OF \$10, AT A PREMIUM OF \$5 EACH, (\$3 PER SHARE PAID UP).

SHAREHOLDERS are reminded that a SECOND INSTALLMENT on the above of \$5 per share (\$3 plus \$2 premium per share), falls due on TUESDAY, the 15th August, 1922. Remittances should be made to the Company's Bankers, the Hongkong and Shanghai Banking Corporation, in Hongkong, on or before that date.

THE REGISTER OF SHARES of the Company will be CLOSED from WEDNESDAY, the 2nd to TUESDAY, the 15th AUGUST, 1922 (both days inclusive), during which period no transfer of shares can be registered.

By Order of the Board of Directors, A. Y. WARD, Acting Secretary.

Hongkong, 12th July, 1922. [1302]

MRS. HAN INOKUCHI.

TELEPHONE K 754.

No. 21, ASHLEY ROAD, KOWLOON.

Back of STAR THEATRE.

CERTIFICATED EXPERT MASSAGE.

(HAND AND ELECTRIC), ALSO AT

PATIENT'S RESIDENCE BY ARRANGEMENT. [1197]

PREPAID "WANTED" ADVERTISEMENTS

Letters are lying at this Office for Boxes QV, RF, RU, RW, TH.

SPECIAL A.I. KODAK ANAGSTIGMAT LENSES.

Luxo-Bag, Tripod, Daylight Developing Tank, Chemicals, All Brands New.

FOR SALE—For Highest Offer. Letters T.U., c/o this paper. [219]

WANTED—Office Assistant to take charge of Correspondence and Book-keeping in Export and Import business.

Chinese preferred. Apply own hand writing, stating age, experience and salary required, to P.O. Box No. 36. [220]

YOUNG ENGLISHMAN just arrived, seeks situation. Good knowledge Book-keeping, French and General Office Work. Good references. Replies—Cox, 6a, Orient Bldg., Coronation Road, Kowloon. [218]

WANTED—Four to Six Room FLAT or HOUSE, furnished or unfurnished, by English family, occupation desired in September. Happy Valley district preferred. Apply Box T.T., c/o Daily Press Office. [217]

MODERN BUNGALOW, Fully Furnished, at Cheung Chow, To be let or Sold as from September 1st.—Write A.Z. office of this paper.

WANTED—USED POSTAGE STAMPS of all kinds, Common or Rare; any amount, up to ten or a hundred thousand, or more. Good prices paid. Buying list free. Address: Oreo Stamp Co., Box 723, Manila, Philippine Islands. [206]

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LAND, approximately 7,000 square feet on waterfront at Starok with modern 3 storied brick and concrete building suitable for office and godown.

Further details apply. [435]

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SMART 55-foot STEAM LAUNCH.

Price—\$7,000.

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IRRITATED & INFLAMED EYE

can be directly traced in many cases to the Sunday Motor trip and Golfing. The dust from sections of the local roads contain a decided eye irritant. A suggestion for these trips would be to keep the windshield up and to use a pair of Sun glasses. Sun glasses of any pattern with either Crookes, Luxol, Fienzel, Amber, London Smoke, or Blue lenses are obtainable at very moderate prices from The Hongkong Optical Co., successors to Clark & Co., Manufacturing and Refracting Opticians—the most competent manufacturing optical establishment in South China—located in 53, Queen's Road, Central, (opposite to the Singer Sewing Machine Company—ADVT. 1201)

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DRY GINGER ALE

Its dryness and aroma are features which give this drink the popularity it deserves.

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SPARKLING MINERAL TABLE WATER.

Healthful and refreshing. Blends excellently with Whisky.

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STONE GINGER BEER

Prepared by a process of partial fermentation which gives it the distinctive flavour which is so pleasing to the palate.

"FORMAZONE"

Possesses the characteristic stimulating and refreshing qualities of Champagne; it has a delicious flavour.

A. S. WATSON & CO., LTD.

AERATED WATER MANUFACTURERS

TELEPHONE 436.

HONGKONG OFFICE: 10A, DES VOEUX RD., C. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, AUGUST 10th, 1922.

CHINA'S PARLIAMENT.

Eight days after the due date, the House of Representatives has actually met at Peking, but the Senate was unable to get together sufficient members to form a quorum. Only 310 members of the House of Representatives were present out of a total of 598. The Senate consists of 274.

It is interesting to read that one of the first acts of the House of Representatives was to return to the President his letter of resignation because the House "could not legally deal with it." We presume what is meant by this is that the attendance was not large enough to enable the House to decide a question of this sort in accordance with the provisions of the Constitution. Although Dr. Six Yar Sen and his friends have been constantly insisting that the Parliament which he assembled at Canton, and which has now been convoked at Peking, is "the only legal government in China" it is not without interest to recall that Dr. Wilcoxon, Professor of Political Science at the John Hopkins University at Baltimore, and at one time Legal Advisor to the Chinese Government declared a few years ago that "tested by the Provisional Constitution and the laws enacted pursuant to its provisions, neither the Peking nor the Canton Parliament is a legal body." However, if either the one body or the other had been capable of functioning efficiently, the Chinese public would not greatly concern themselves over its defective legal status which, if events proceed according to programme, will shortly be rectified by a new general election. It is impossible to

be very sanguine about the Parliament doing any useful work. One looks in vain through the comments of the Northern as well as the Southern Chinese Press for such views and opinions as tend to inspire confidence in the Parliament which has now been called upon to function. There is in the Parliament it seems, a Northern faction and a Southern faction. The former are described as "under the protective wings of the Chihli party and are consequently obeying the orders of the Chihli leaders who are striving for their own political predominance." The Southern faction is described as being supported by Dr. Six Yar Sen, General Chang Tso Lin of Mukden, General Lu Yung Hsiao of Chekiang and the old and new Chiating clique which are exerting themselves for the suppression of the Chihli faction. And it is added that "both sides are utilised by the militarists and are trying to eliminate each other." Those who had looked forward to the convocation of the Old Parliament as containing the highest promise for the reunification of China and for the drafting of a Permanent Constitution which would end the mischievous rule of the militarists are represented as having lost hope now that they have seen how ready the members of Parliament are to pay homage to and accept the favour of military dictators. We hope all these pessimistic forebodings may be belied by the actual events, but, as we have indicated, there is in the Chinese Press an entire absence of such news as might form a basis, however slender, for high expectations. Our hope is in the fact that there are some good men in the new Cabinet, and we should like to be assured of its stability. Mr. TANG SHU YI is announced as Prime Minister, and we suppose the President must have received assurances that he is prepared to go up to Peking. Dr. WANG CHUNG HUAI, who acts as Premier until Mr. TANG goes to Peking, is a man of great ability, who was Head of the Chinese Delegation to Washington last year. Dr. WELLINGTON KOO, who has become Minister for Foreign Affairs, is a man of international reputation. There seems to be the necessary leadership in the Cabinet, if the necessary following can be secured in the House. The expectation that gave birth to the proposal for the convocation of the Old Parliament was that it would prove to be the salvation of China, and we trust the expectation, in spite of so many present indications to the contrary, may yet in large measure be fulfilled.

Reports from Canton state that Dr. Sun Yat Sen is ill on the warship *Poik*. Mr. R. H. Skelton, mining expert, has left the Colony for the Philippines on professional business and expects to be away four or five weeks. In the Supreme Court yesterday, Mr. C. G. Alabaster, on behalf of members of the Bar, congratulated Mr. Justice Wood with regard to the "happy event" which had occurred in his Lordship's family. His Lordship expressed thanks on behalf of his wife and himself.

"You are only a babe, and much too young to gamble." Mr. Landsell told a small boy who was charged at the Magistracy yesterday, with a number of grown-ups with street gambling. The Magistrate ordered the boy to be discharged before proceeding to deal with the other defendants in the case. A Chinese named Tan Chee Seng of Kuala Kubu (Malaya) has been tried on a charge of criminal breach of trust in respect of monies collected for the Chinese Famine Relief and was sentenced by the Chief Judicial Commissioner, Sir L. M. Woodward, to nine months' rigorous imprisonment. Bail was granted in \$2,000 with a view to the filing of an appeal.

Mr. W. Van der Woude, manager of the Netherlands Trading Co. at Penang, was made the recipient recently of an address enclosed in a silver casket from traders of Penang, on the occasion of his Silver Jubilee with the firm. The address testified to the high esteem and warm affection in which Mr. Van der Woude is held. Mr. Van der Woude was at one time the firm's manager in Hongkong.

A young Chinese concubine attempted to commit suicide on Tuesday by jumping into the harbour from Blake Pier. A shop coolie, in the employ of Messrs. Loxley & Co., pluckily dived after the drowning girl, and, with the assistance of the coxswain of the steam launch *Tai Tai*, she was rescued in a state of exhaustion. She is now in Government Civil Hospital suffering from the effects of immersion.

The death of Mr. Leonard George Peires, Assistant installation manager of the Asiatic Petroleum Company's upper wharf, Pootung (Shanghai), followed an attack of typhoid fever. Mr. Peires, who came from London and was only thirty-two years old, had been only a little over a year with the Asiatic Petroleum Company. A sad feature of the death is that it is only a month since deceased's wife died.

One of the oldest and most respected residents of Singapore died last week in Mr. William Webster, M.I.M.E., consulting engineer to the Jersellon Ice and Power Co. and consulting engineer of great experience in the Far East. The late Mr. Webster first came to Singapore in a steamer nearly fifty years ago, with Mr. W. C. Cowie, later of great power in British North Borneo, and the late Capt. Craig, all three of them with a long record in the Far East. He left the sea many years ago and was manager of the old firm of J. M. Lyon & Co., and then with the New Singapore Distilled Ice Co. The deceased leaves a widow and three daughters, one of them, being Mrs. Wakeford of Borneo.

The old confidence trick was practiced on Tuesday in Des Voeux Road Central, the victim being a woman. A stranger accosted her and told a plausible tale about his being a stranger in the Colony. He had plenty of money but did not know where to get it changed. Willing to be of service, the woman volunteered to get the money changed for him. To show her good faith she was induced to give her bangles (valued at \$70) to the man whilst she received what appeared to be a large packet of bank notes wrapped up in a handkerchief. On arrival at the money changer's shop, the trick was revealed, the handkerchief being found to contain nothing more than a few bits of paper. Needless to say the stranger could not be found.

THE WATER SHORTAGE. CHINESE REMEDIAL SUGGESTIONS. The Water Shortage and the stated desire of the Government to introduce the meter system continues to be much discussed by the Chinese community. We learn that on Tuesday the Hon. Mr. Hallifax, Secretary for Chinese Affairs convened at the Sanitary Board's Office a meeting consisting of the members of the Tung Wah Hospital Committee for the present year and last year, the members of the Tung Wah Advisory Board, the members of the Po Leung Kok Committee and the permanent Board of Directors, and also the members of the District Watchman's Committee to discuss the water shortage question.

It was suggested by two or three gentlemen present that the Government should instal meters in the rider main district free of charge, and that no meter rent should be charged, that ten gallons of water per head per day should be allowed. As the Government's object was to reduce the wastage of water, it was suggested that the Government should agree to these proposals.

The Hon. Mr. Hallifax explained the difficulties of adopting these suggestions. To begin with it would involve the Government in the cost of 30,000 metres, at roughly \$30 each. Another suggestion made was that the Government, instead of spending millions of dollars on constructing or improving roads for the benefit of motorists and the rich, ought to do something for the poor.

There is a widespread wish among the Chinese to hold a public meeting to discuss the matter, but Mr. Hallifax has vetoed the proposal at the same time saying that he is prepared to receive and consider any suggestions received from householders in the rider main districts.

JEWELLERS SHOP BURGLAR. What is regarded as a very mysterious burglary has been reported to the police. On stocktaking at a large jewellery shop belonging to the Lok Hing firm of No. 23, Queen's Road Central, it was found that jewels and precious stones worth \$1,400 were missing. Burglars are believed to have entered from the rear of the shop, which is but indifferently protected. Distinct traces have been found of the doors and windows having been tampered with. It is supposed that one man entered the shop and passed out the valuables through a window at the back. The burglary is thought to have occurred on the night of 6th inst.

CABLES.

LATEST CABLES.
[THROUGH REUTER'S AGENCY.]

THE GORDON BENNETT RACE.

WON BY A FRENCH COMPETITOR.

LONDON, August 8th.
The following is the provisional result of the Gordon-Bennett balloon race. The Frenchman, Biennale, was first, with the Italian, Barbanti, second, and the Belgian, Labrousse, third.

DISASTER TO BRITISH STEAMER.

"QUITO" REPORTED SINKING EAST.

LONDON, August 8th.
Grave fears are entertained as to the fate of the British steamer *Quito*, which was reported as sinking last on Monday night one hundred and fifty miles off the Tyne, after striking an obstruction.

Further efforts to establish wireless communication with the vessel have failed. The *Quito* carried a crew of twenty-eight.

SENTENCED TO DEATH.

ANTI-SOVIET REVOLUTIONARIES.

RIGA, August 8th.
The Moscow High Court has passed the death sentence on thirteen of the principal Social Revolutionaries temporarily delaying the execution which, however, will be expedited unless the Social Revolutionary Party discontinue their campaign of violence and espionage against the Soviets.

U.S.A. RAILWAY STRIKE.

GERMAN SUPPORT FOR AMERICAN STRIKERS.

BERLIN, August 8th.
Advices from Frankfurt state that the International Miners' Congress has passed a resolution sympathizing with the striking miners in the United States and recommending the various national miners' organisations to subscribe £10,000 for their American comrades.

EARLIER CABLES.

CONFERENCE OF LEADERS AT WASHINGTON.

CLEVELAND (O.), August 8th.
At the suggestion of the railway strike leaders, the president of the Locomotive Engineers' Union has invited sixteen other railway unions to attend a conference at Washington on Friday, the object being to avert the impending calamity of a collapse of transportation.

GENERAL STRIKE IN PORTUGAL.

SHOPS CLOSED AND TRAFFIC PARALYSED.

LISBON, August 8th.
A general strike has been proclaimed as a protest against the new cereals law and the rise in the price of bread. Most of the shops have closed and traffic is paralysed. The military bakery is ready to supply bread. The authorities are taking energetic measures to maintain order.

U.S.A. PROHIBITION NAVY.

TESTING THE RIGHT OF HIGH SEAS SEIZURE.

NEW YORK, August 8th.
New York's "Prohibition Navy," consisting of an ex-submarine chaser engaged in combating liquor-smuggling in the neighbourhood of the port, has put to sea with orders to arrest the British schooner *Minnie Wallace*, whether found in territorial waters or not.

The Prohibition authorities state they have evidence that the *Minnie Wallace* sold a hundred cases of whisky to smugglers, who were captured in trying to land it at New York on Saturday night. The Deputy Survey of the Port of New York has stated that the Government is determined, if the *Minnie Wallace* is captured on the high seas, to make it a test case to decide whether a vessel may not be seized when it can be proved that she is used for the purpose of violating the laws of the United States.

RUSSIANS REFUSE CARGOES.

RIGA, August 8th.
Three steamers, loaded with various goods, were sent home from Petrograd last week because the Commissariat of Foreign Trade refused to allow them to unload cargoes.

REPARATIONS CONFERENCE IN LONDON.

BRITISH REPRESENTATIVES AGAINST FRENCH PROPOSALS.

LONDON, August 8th.
At to-day's sittings, the committee of Finance Ministers and experts made great progress in the consideration of M. Poincaré's proposals. The Committee reverts to-morrow morning to draft its report. The full conference will probably consider the report in the afternoon.

Information from a French source indicates that the British representatives criticised the proposals as likely to produce a poor result while risking ultimately the disorganisation of Germany's economic life. A French report says it is estimated that the measures would produce three or four hundred million gold marks.

A FRENCH REPORT.

It is learned from a French source that the Committee of experts has decided to recommend that 25 per cent. tax on German exports be collected directly by the Reparations Commissions on the despatch of goods instead of Germany paying the equivalent on a round sum as now.

COMMITTEE OF EXPERTS REJECT FRENCH PROPOSALS.

LONDON, August 8th.

It is understood that the majority opinion of the Committee of experts is against the French proposal for the establishment of customs and the imposition of taxation in the occupied area. The proposal to seize mines and forests is also rejected but the Committee will be invited to consider a system of guarantees ensuring a supply of coal and wood for the Allies. The proposal to ask Germany to agree to a share in her industrial concerns being given to the Allies is likewise rejected. The Committee generally favoured Signor Schuler's view that there was a contradiction between granting a moratorium and taking German property. It was also held that these steps were unnecessary in view of the guarantees lately imposed by the Committee of Guarantees. It was felt necessary not merely to look at some of these matters from a financial standpoint but to take into account their political and moral effects.

The French Minister of Finance did not attend the afternoon meeting.

ANOTHER FIASCO.

LONDON, August 8th.

The first feeling of pessimism as regards the Downing Street Conference is apparent in consequence of the considerable divergencies of opinion which have revealed themselves in the course of the Expert Committee's examination of M. Poincaré's proposals. Reuter says the situation this morning seems very uncertain but everybody is doing their best to avoid anything in the nature of a breakdown. In the meantime the experts are peering away at the consideration of a report for presentation to the main conference. French quarters in London, however, anticipate that Great Britain will reject M. Poincaré's plan as a whole. Mr. Lloyd George visited M. Poincaré early this morning and conferred lengthily with a view to reconciling their standpoints. Subsequently, he left Claridge's accompanied by M. Theunis, one of the Belgian Representatives.

"BRITISH CONSIDERATION FOR GERMANY."

PARIS, August 8th.

The newspapers which yesterday enthused over M. Poincaré's presentation of the French views, at the opening of the conference, are no less disillusioned to-day with the proceedings of the Experts' Committee. They complain of excessive British consideration to Germany, to the detriment of France.

On the contrary, this is strenuously denied in British official circles in London, where it is pointed out that the question is not one of the principle of reparation, but the manner of obtaining the same. Fear is expressed that some of the measures proposed by the Allies will result in the destruction of all prospect of payment.

ITALIANS AND BELGIANS ACTIVE.

The Italians and Belgians are positive in the present negotiations, as they are striving to present a solution commonly acceptable. It is pointed out, however, that the first and most important matter is settling the question of a moratorium.

COUNTY CRICKET.

NOTTS LEADING SURREY.

LONDON, August 8th.

At the Oval, Notts led Surrey on the first innings.
At Manchester, Yorks led Lancashire on the first innings.
At Canterbury, in the match for Woolley's benefit, Hants led Kent on the first innings.
At Worcester, Essex led the home county on the first innings.
At Bristol, Somerset led Gloucester on the first innings.
At Brighton, Middlesex beat Sussex by 21 runs.

In the Warwick v. Derby match at Birmingham and the Northants v. Leicestershire match at Northants the teams did not complete an innings.

SURREY'S POOR CHANCE.

Notts' lead against Surrey puts quite a different complexion on the county championship, which hitherto looked to rest between Yorkshire and Surrey. The latter's chances are now well-nigh extinguished. Notts are playing with such splendid consistency that they constitute a strong menace to Yorkshire's prospects.

ANOTHER PROPOSED BRITISH WORLD FLIGHT.

RECEIVES AIR MINISTRY'S SUPPORT.

LONDON, August 8th.

Three British air officers, Captains E. J. McLaughry, R. H. McIntosh, and F. Tymms, propose to start in the spring of 1933 on a world flight on a Fairey seaplane from England by way of Bordeaux, Athens, Basra, Bombay, Rangoon, Hongkong, Tokyo and Aleutian Islands, Vancouver, Canada, America, Newfoundland and the Azores. The Air Ministry has promised every assistance. It is intended that the whole flight shall be made in one machine.

MANDATED PACIFIC TERRITORIES.

CHINESE LABOUR QUESTION.

GENEVA, August 8th.

The report of the Permanent Mandates Commission read at the plenary session noted that in regard to the mandatory territory in the Pacific, owing to the shortage of native labour, the mandatory Powers felt obliged to import Chinese male labour, a step which was attended by some danger to the native population. The Commission hopes that the question will be more closely considered in future reports of the mandatory Powers.

THE IRISH UPRISAL.

IRREGULARS CAPTURE CABLE STATIONS.

LONDON, August 8th.

Cable communication between Europe and America has become disorganised in consequence of irregulars at Kerry capturing Waterville and Valentia cable stations, bringing the Commercial Cable Company's service to a standstill and embarrassing the Western Union, who, apart from the Imperial service, now control the sole communications—namely, three Pannance cables.

INDIAN SEDITION.

LEADER OF ARMED SIKHS SENTENCED.

SIMLA, August 8th.

Mota Singh, leader of an armed gang of Akali Sikhs, who was arrested in the Jullundur district in July and convicted of sedition, has been sentenced to five years' imprisonment and transportation, with a year of rigorous imprisonment.

AMNESTY REFUSED.

CALCUTTA, August 8th.

Lord Lytton (the recently-appointed Governor of the province), who is touring Bengal, has twice refused to consider an amnesty of political prisoners. Replying to an address yesterday his Lordship opined that the country was quiet because the disturbers of the peace were in gaol.

INTERNATIONAL MINERS' CONGRESS.

REPRESENTATIVES FROM ELEVEN COUNTRIES.

BERLIN, August 8th.

The International Miners' Congress is being held at Frankfurt-on-the-Main, with 119 delegates from eleven countries, including Britain, United States, France, Belgium, Holland, Germany, Austria, and Hungary, representing over two million miners.

The conference adopted by 90 to 13 a resolution by Mr. Frank Hodges requesting the governing body of the International Miners' Federation to draw up a uniform programme of aims and demands to be carried out in the mining districts of all countries, each country undertaking to support in every way possible the efforts of all other countries towards the realisation of this programme.

UNHAPPY RUSSIA.

SERIOUS "CRIMEAN FOOD SHORTAGE."

GENEVA, August 8th.

The International Committee for aid to Russia states that the position in the Crimea is likely to become serious. Not more than one-fifth of the area cultivated before the war is now being cultivated while locusts have almost destroyed the wheat crop sown last year. The plague of locusts has also extended to the province of Samara, where it is difficult to estimate how much of the crop is left for human consumption.

"THE VACANT THRONE OF RUSSIA."

GRAND DUKE CYRIL AS GUARDIAN.

PARIS, August 8th.

A document has been published in which the Grand Duke Cyril proclaims himself guardian of the vacant throne of Russia, and announces that he will refer to the Russian National Council for confirmation of his legitimate rights.

MEXICO'S EXTERNAL DEBT.

AGREEMENT WITH INTERNATIONAL BANKERS' RATIFIED.

MEXICO CITY, August 8th.

President Obregon has ratified the agreement relative to the external debt mentioned in the message of June 17th. It will now be submitted to Congress. (The earlier cable stated that the Mexican Secretary of the Treasury had signed an agreement with the International Bankers' Committee, covering all phases of Mexico's external debt.)

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

CHINA'S PARLIAMENT.

NO QUORUM IN THE SENATE.

PEKING, August 8th.

At a meeting of the House of Representatives, three hundred and ten members were present. The Senate was without a quorum.

LI YUAN HUNG'S RESIGNATION SENT BACK.

PEKING, August 8th.

The House of Representatives resolved that the house could not legally deal with President Li Yuan Hung's resignation and decided to send it back.

JAPANESE ARMY RETRENCHMENT.

INVOLVES A SAVING OF YEN 400,000,000.

SHANGHAI, August 8th.

Reuter's Tokyo correspondent states that the Minister of War announces that army retrenchment during the next ten years will be yen 400,000,000, and involves the reduction of 1,500 officers, 50,000 men and 13,000 horses, being in effect a reduction by five divisions. The conscription period will be reduced by three months.

BANQUE INDUSTRIELLE IRREGULARITIES.

M. PERNOTTE AGAIN QUESTIONED.

PARIS, August 8th.

Following upon a further report by the experts, on irregularities in the payment of share subscriptions of the Banque Industrielle de Chine, the examining Magistrate sent for M. Pernotte and further questioned him. M. Pernotte declared his innocence, which he said would be recognised later, when the bank was reconstituted. Several officials of the bank who were also examined, contended themselves with saying they had placed entire confidence in M. Andre Berthelot.

DISORDERLY CHINESE IN HOLLAND.

SIX HUNDRED ARRESTS.

THE HAGUE, August 8th.

The police at Amsterdam and Rotterdam raided the Chinese colonies and arrested over six hundred Chinese as the result of the recent great increase of murders in the Chinese quarters. All the arrested except a few who can prove that they have a proper means of living in Holland will be deported to China.

CHANG TSO-LIN AND THE SALT REVENUE.

PROTESTS BY FOREIGN MINISTERS.

General Chang Tso-lin's seizures of the salt revenues of Manchuria have led to a protest by the Ministers representing the banks concerned in the Reorganization Loan.

Protests were first made by the Consuls-Generals at Mukden but General Chang Tso-lin paid no heed to the local representations and the protests of the Whitechapel and now places the matter on a more serious footing.

Regarding railway rolling-stock, General Chang Tso-lin is displaying the usual disregard for foreign obligations and a specific demand has been recently made for the return in the first place of a couple of trains with some hundreds of freight cars and a dozen locomotives to follow.

With regard to the complete trains General Chang Tso-lin gave grudging approval to the fact that they were necessary, to maintain through traffic, but has since bickered daily without tangible result.

SETTLING BY CHEQUE.

Lord Muir Mackenzie's Gaming Bill

has passed by both Houses of Parliament, and will shortly become law.

Last October, according to a decision by the King's Bench in a case relating to the payment of bets, any person who lost money by betting in definite circumstances, within the period of the Statute of Limitations, and had paid his loss by cheque, could recover it from the person he had paid it to. This decision was based on Section 2 of the Gaming Act, 1835. Considerable agitation in the Press followed and resulted in Lord Muir Mackenzie introducing a private Bill in the House of Lords, of which the following is the operative clause—

"Section 2 of the Gaming Act, 1835 (which makes money paid to the creditor holder or assignee of securities given for consideration arising out of certain gaming transactions recoverable from the person to whom the securities were originally given) is hereby repealed, and no action for the recovery of any money under the said section commenced on or after the 26th of October, 1921, shall be entertained by any Court."

"I SHALL NOT COME BACK."

EX-KAISER INTERVIEWED.

The sorrows of the former Kaiser were vividly described in the *New York Times* on July 3rd, by Baron Clemens von Radowicz-Nei, who, six weeks ago, visited him for several days at Dorn with the ex-Court Chaplain Dr. Ernest Dryander, the painter Agostin Bimme, and Baron Kettler.

He found him under no illusions with regard to his own future. "Monarchy," the ex-Emperor said, "will come back in Germany, how or when I do not know, but I shall not come back." He proceeded to remark, after being informed that the new generation of Germans know nothing about him, "I want nothing except to hide myself." He is aware, according to Baron Radowicz, that Monarchist circles favour the Bavarian Wittelsbach dynasty. He regards the Republic as a temporary affair, and has quite a good opinion of Herr Ebert, whom he strongly praises for regarding himself as the servant instead of the master of the Republic and for not attempting to do more than his duties prescribe. He is convinced that Germany is destined to revive, industrially, economically, and politically, and to be as great in the future as in the past.

The ex-Kaiser is loth to discuss the naval aspect of the war, declaring that the submarine question caused him "too much worry." In his exile William has become obsessed with a deep-seated anti-semitism. This hatred of Jews, his interview hints, is leading him in the direction of Roman Catholicism, the mystic side of which has always strongly appealed to him. He hears constantly from Roman Catholic Bishops on the Rhine about religious matters. His conversation invariably plays around religious questions, much to the exasperation of those in his entourage.

For the late ex-Emperor Charles of Austria he expressed profound pity to his interviewer. "Weakened and easily led," he observed, "Charles suffered a hard fate. It was foolish of him to try to get back to Budapest against the wish of the Allies. Success was impossible under those conditions." Austria and Hungary, he believes, will never come together again, and he does not want Austria united with Germany, believing that Germany's recovery will only be retarded by association with a country in so bad a shape as Austria. His interview, however, suggests that the ex-Kaiser's views on this question are coloured by his fear of a German bloc under the Wittelsbachs. He is very curious about the Czech-Slovakian Republic. He does not, he says, "like Republics," but admires the patriotism of Dr. Masaryk, and expects that in a few years there will be a friendly understanding between the Czechs and the German Bohemians, and that the Czechs will join in an economic union with their German neighbours.

THE "TENERIFFA."

INTERESTING MOTOR SHIP IN THE EAST.

One of the most modern and best equipped cargo ships afloat lately passed through this port—the motor vessel *Teneriffa*, of the Norwegian, Africa and Australia line.

The *Teneriffa* is 444 ft. long, 55 ft. broad, and 38 ft. in depth, with a gross tonnage of 7,072 and net tonnage 4,460. She boasts five holds, and five hatches, has 13 electric winches, two derricks, one of which can lift 10 and the other 20 tons of ship's gear and is equipped with two oil-burning six-cylinder Diesel engines of 1,700 h.p. each, to turn her dynamos. She consumes 10½ tons of oil in 24 hours when in action, but as she was stocked at Aden with sufficient fuel to last for six months there is no occasion for worry lest the supply should give out.

One of the distinguishing points of the *Teneriffa* is her funnel, an embellishment not seen before on motor vessels. Besides improving the appearance of the ship and supplying an appropriate place for the line's emblem it serves a practical purpose in carrying off the exhaust from the engines and incidentally warms a large tank of water enclosed within it thus supplying continuous hot water for officers and men's baths. Electricity generated by dynamos run by the Diesel engines, is the motive power of the craft exclusively, except that steam is used for keeping the oil thin in cold weather and for heating the boat. This is the only ship of its type at present and the largest motor vessel in Norway, but another is being completed and four more will soon be turned out.

Her average speed is from 12½ to 13½ knots. She completed the trip from Antwerp to Singapore in 30 days. Her cargo capacity in grain is 568,000 cubic feet and in cubic bales 521,000. She has gone to Shanghai and Yokohama, thence proceeding to Kobe, after which it is uncertain whether her next destination will be Java or Australia.—*Straits Times*.

DUKE AND THE GOVERNMENT.

The Duke of Northumberland presided at a reception given on June 16th by the Marquis of Harrington at 2, Upper Belgrave-street, S.W., to meet Mr. J. Montagu Erskine, M.P. for St. George's, Hanover-square. He said that wherever they looked they found the Government allying itself with murder and anarchy. If a gang of conspirators seized the reins of power the Government considered it quite safe and wise to hand the Government over to it. "Have you ever been invited to 'Downing-street'?" he asked. "If you want to go there you have only to go disguised as an Irish murderer. It is almost as easy as getting a passport these days. (Laughter.) To get a passport you should contribute some thousands to the party funds, and to make sure you should buy a newspaper." (Laughter.)

THE AMERICAN VIEW OF ENGLAND.

MR. BUSH AND REMISSION OF DEBT.

Mr. Irving T. Bush, president of the New York Chamber of Commerce, visited the offices of the London Chamber of Commerce on June 22nd. He was received by the president, Sir Owen Phillips, M.P., and leading members of the executive in the Council Room, and was afterwards entertained at luncheon by Sir Owen Phillips at Salter's Hall.

Mr. Irving T. Bush, who was cordially received, said that no one was more conscious than himself of the fact that England would never ask any financial favours (hear, hear.) If there was one country which had always looked the world in the face from the standpoint of money obligations, that country was Great Britain. There were, however, people who had given a wrong impression in America, and he would like to say something about the angles of view over here got of America. The newspaper correspondents sent over from England were located in New York and Washington. New York was not an American city; it was a foreign city. America was located in the Middle West. Newspaper correspondents were apt to listen too much to the voice of New York. If they listened long enough to the voice of Washington they ultimately got the voice of the country, because people in Washington had their ears to the ground.

"The proper way to look at the problem," Mr. Bush said, "is not that England and America should sit at opposite sides of the table. England and America are the creditor countries of the world and the other nations are indebted to England and America or both. We should sit down side by side at the table and demand that other countries should give some clear evidence of their being willing to balance their budgets and face the world with a degree of thriftiness and economy. You should approach the matter in much the same way as you would in dealing with a company in difficulties. When other countries are spending money on military policies and social experiments it is fair to forgive debts until they show some signs of abandoning policies with which we are not in agreement. Is it fair to ask America to forgive her debts when other countries are paying their own nationals eight or ten per cent. interest for their money?"

"These financial claims are the only hold we have over the situation. If we washed out these debts the Continent of Europe would order up another battle and go on with the jaws (laughter.) We have had almost enough international jangling in the last three years. It would be as well if all the nations would go home once in a way in the evening and sit with their wives by the fireside. (Laughter.) The first thing to be said to these countries is that they must reduce their expenditure and their rates of interest, and then England and America acting as joint creditors might be willing to provide for a long period of indebtedness at a nominal rate of interest. England and America should be in partnership in dealing with this problem, a partnership to bring order out of chaos in the affairs of the world."

TRAGEDY OF FOUR COURTS FIRE.

There is a remote chance, states a London message of July 3rd of salvaging some of the records at Four Courts, as a certain number were in fireproof safes, but the Lord Chief Justice, interviewed, was not hopeful. He said that much material giving a complete history of Ireland, even before any English King had set foot therein, had been wiped out. Many of the very ancient documents had never been scientifically examined. All the original wills of famous Irishmen, including Dean Swift, had been destroyed. Survey volumes on the lines of the English Domesday Book had vanished. The Irish-Americans were always conspicuous in consulting records. The catastrophe would be a blow to the American people who were very keen about their historical connections. The Lord Chief Justice was specially upset over the destruction of documents relating to the affairs of eleven hundred lunatics in his care as the King's representative, including the wills of relations and £2,000,000 sterling worth of property, diamonds and other jewellery belonging to lunatics in the safe. The destruction of purely legal documents would cause chaos in the administration of the law for a considerable time. The famous Law Library is a pile of ashes. It contained forty thousand volumes, many of them irreplaceable first editions.

SCENE AT MOSCOW TRIAL.

The *Times* correspondent at Riga says that at Moscow there is a modern Pilate uttering the words: "I promise a sentence that will satisfy the mob." The scene, which was in a typical Soviet court of justice and was ultimately identical with that enacted in the days of Jesus, occurred in Moscow during the trial of a number of Social Revolutionaries. Responding to an agitation in all the newspapers for a demonstration to demand vengeance on the prisoners, a gigantic mob surrounded the court and forced its way into the presence of the tribunal and the prisoners. The chairman rose and demanded an explanation. A chorus of shouts broke out: "Revolutionary justice" and "Death to the prisoners," shouted the multitude. The clamour was unceasing. The President at last rose and said: "It shall be as you wish. A sentence shall be passed which shall satisfy the crowd." The demonstrators then withdrew and the trial continued. The chairman was Estakov, Deputy President of the Central Revolutionary Tribunal, while his assistant, Korylenko, was acting as Prosecuting Counsel. The prisoners counsel Messrs. Vandervelde, Lobknecht and Rosenfeld withdrew from the case owing to the Soviet attempting to do justice under impossible conditions. They then found themselves virtually prisoners and were obliged to go on hungerstrike before being permitted to return to Germany.

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1745

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[1341]

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PARIS FASHION NOTES.

[FROM OUR SPECIAL CORRESPONDENT,
HAROLD KIMBAY.]

PARIS, July 3rd.
It would not be surprising if the papers during the next few weeks record the suicide of half the dressmakers and milliners of Paris, as well as that of the host of people who spend their life creating the exquisite dress accessories which go so far to complete the elegant ensemble of a Parisienne. If this happens, then the Clerk of the Weather will be to blame for sending cold, rainy weather at a time of the year when the sun should be shining his brightest. Contrary weather for the Grand Steeplechase and the Grand Prix at Auteuil was bad enough, but cold, rainy weather for the Grand Prix was almost too much to bear. Even the win of a favourite and (for the English people present) another triumph for their idol, Steve Donoghue, was scant recompense for such a disaster.

In spite of the weather, however, most of the women present made a brave showing, and thus prevented this year's Grand Prix fashion parade from being a complete fiasco. But at the very best, it could only be considered as a compromise. The parading of mannequins from the big houses, which is always one of the attractions of a Paris racecourse, was robbed of most of its interest because it was not all designers who had dared to send forth these harbingers of Spring arrayed in fragile creations which a threatening downpour would reduce to a state of hopeless ruin. No doubt, too, there had been a revolt on the part of the mannequins to don costumes of a kind which on a day when the temperature was as sharp as on any grey day in winter. Those who did appear in diaphanous creations spent their time shivering and endeavouring to cover up the blue tip of their nose with frequent applications of powder.

The colours predominating were white, yellow and mauve, with the usual preponderance of black. Black and white in varied forms was also a popular note. White cloxy short coats were trimmed with black monkey fur, many showing a double row of both black and white monkey fur mixed; black coats were trimmed with buds of ermine or white rabbit, black hats were trimmed with white flowers, white ostrich plumes or white cock's feathers and some of the most effective dresses worn were fashioned of a figured crepe de Chine showing either black designs on a white background, or vice versa. Lighted white skirts worn with a loose, short coat in cloxy, fur or Paisley were legion. There is a new cloxy which has been seen very frequently during the past couple of weeks at the big race meetings; it is far more shiny than the type which has by now become as familiar as crepe de Chine itself, and, in fact, at a distance, it has the same glossy look about it as the polished crepe ribbons which were so popular last year. This cloxy is not bunched on to a thin cotton foundation by a network of stitchings, but is unlined and is therefore much lighter in texture, and looks, in spite of its smart effect, as though the wearer had slept on it during a succession of nights, an impression which accounts for the name sometimes given it of "satin froisse" (crushed satin). This new variation of an already familiar material is certainly more original than purely beautiful, but made up into plain cloxy short coats and coat-trunks, it plays its part well in the parade of fashion, if it does not more than act as a foil to the dull crepe de Chine and crepe Maroccan that continue to flourish on all sides.

In spite of grey skies, lace was present in its great abundance as ever. It was not only present in the form of dresses and capes such as we have seen for many years now, but a new use had been found for it by milliners, and scores of optimists had also brought with them lace parasols, which, needless to say, they never opened. Still, it could be seen that this particular dress accessory was in vogue. Chantilly of silk lace over a foundation of some coloured silk. The idea the milliners had was to take a big-sized black or white lace mantilla and throw it over a shape with an ordinary head-shaped crown and a wide, drooping brim; the lace was gathered into the shape of the crown and a certain amount left in front and on the sides, so that the lace just drooped over the edge of the brim a couple of inches or so, the remaining bulk of the mantilla falling down from the back brim so as to form a long lace cape effect. Some of the wearers of these mantilla-hats, when the wind blew more than before, created for themselves a sensation of warmth by drawing the two sides of the mantilla round from the back and huddling themselves into it, as though it had been a plaid shawl.

Another original innovation in the millinery world was that of taking short cock's feathers and sticking them to the hat by the tips (thus completely reversing the old order of things) adding a touch to the style with a halo of white scaling wax. Feathers treated in this way were fewer more than three inches long and they were laid on in a thick layer round the crown of the hat so that at first sight it looked as though Madame had taken it into her head to decorate her Grand Prix hat with a particularly angry and ruffled porcupine.

It is evident from the toilettes of several of the mannequins present, that designers are doing their utmost to bring in a vogue for long skirts. There were any amount of frocks in soft material that reached below the ankles of the wearer, and one mannequin paraded in a grey crepe de Chine frock that actually trailed along the ground after her as she walked. It is for the discerning in such matters to decide whether such up-appearances are to be taken as genuine indications of a fashion trend, or simply as efforts on the part of designers to create a demand for a fashion they are obviously only too anxious to supply.

There were very few freak frocks, about the only one being an 1890 creation showing an enormous skirt ballooning out in a series of flounces for all the world as though there were a crinoline underneath. What was most noticeable, though, was that, in spite of the bitter wind, women had persisted in coming out in frocks which were as fragile in texture and low in cut as any evening gown. This tendency, which I remarked in my letter of last week describing the dressing at the Grand Steeplechase, was developed to a superlative degree at the Grand Prix; certainly, the amount of shoulder and arm displayed by some women was sufficient to cause the least puritanical to gasp and ask himself where it is going to end.

Madame Millerand, as usual, was dressed with elegance and taste, but with the utmost simplicity. Over her smoke grey crepe

(Continued at foot of next column.)

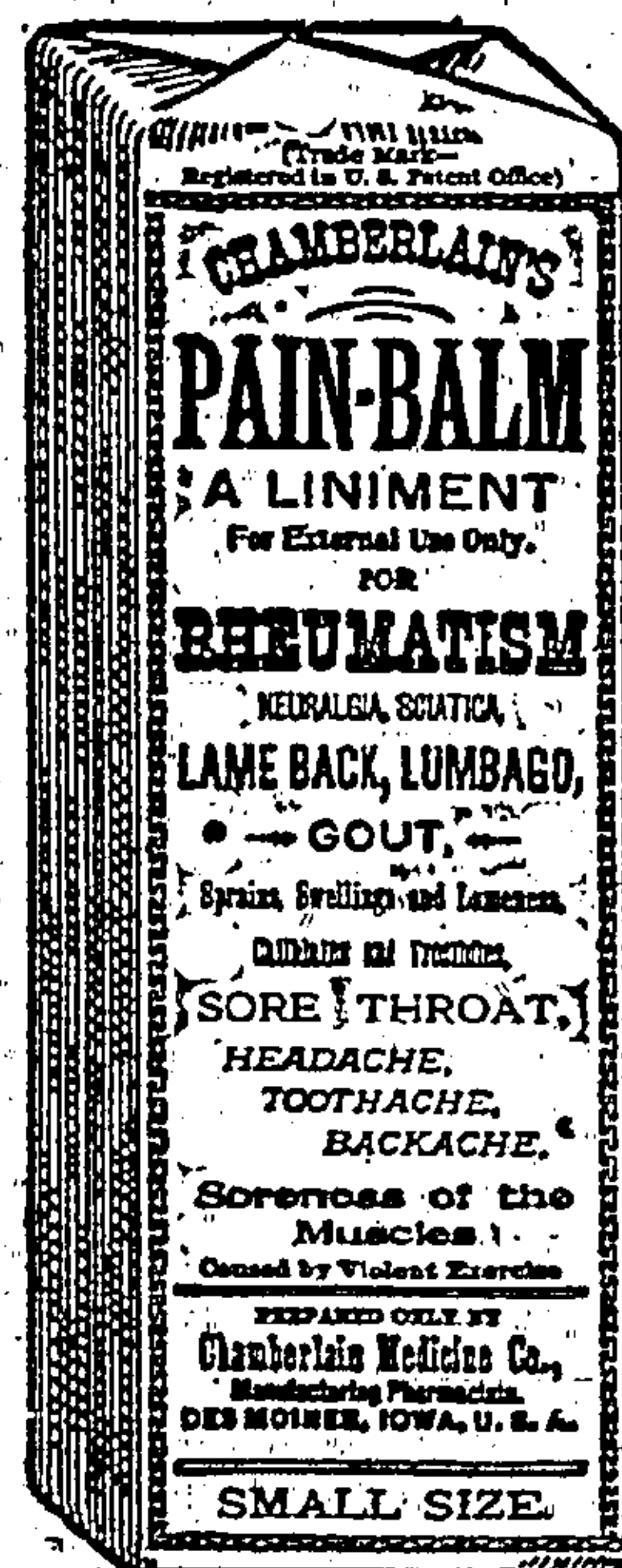
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[1337]

Maroccan dress, she wore a cape in the same material finished with a deep silk slit fringe in the same shade; her hat of pale grey crinoline straw was trimmed with a wreath of pale and dark grey wick, sewn on closely together and forming a diadem in front. President Millerand also chose grey as the colour for his suit, and added the grey cloth bell-topper which he wears on all official occasions, whether his suit be grey or otherwise. In the Presidential stand with them were the Emperor of Annam and the young Prince, perhaps the most interested spectators of all the thousands present at Longchamp that day. In their native dress, covered with brilliant gold and jewelled embroidery, the Royal visitors formed a picturesque sight, to which President and Madame Millerand—carrying the part of hosts to a fine point—acted as an excellent foil in their sober conventional grey garb.

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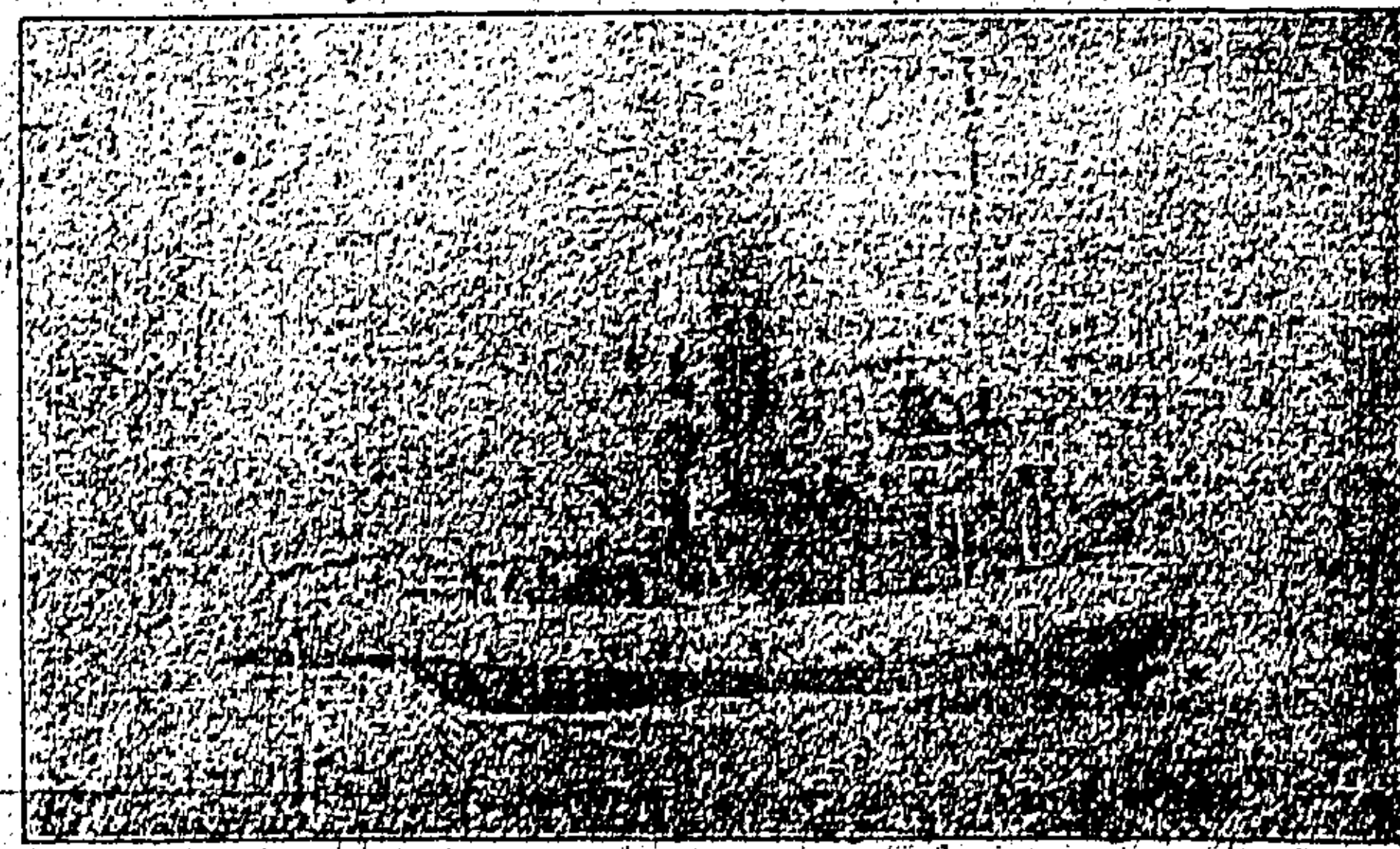
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SCOTTISH LETTER.

BURNS DOCUMENT DISCOVERED
IN AYR.

THE POET AND "DEAR BOUGHT BESS"

[FROM OUR OWN CORRESPONDENT.]

EDINBURGH, June 28th.

A document which throws an interesting light on the private life of the poet Burns has been discovered by Mr. Andrew Crawford, Sheriff-Clerk-Depute at Ayr while making a search for old leases pertaining to a property. The document is a disposition and assignment by Robert Burns in favour of his brother Gilbert, joint taksman with him in Mossiel. It is in the poet's own distinct handwriting, and extends to a page and a half of closely written foolscap, dated 22nd July, 1788. The terms of it are in regular legal phraseology, and it includes with his well-known bold signature. Burns acknowledges himself in the document "the father of a child named Elizabeth, begot upon Elizabeth Paton of Largisdale," expresses his intention to leave Scotland and go abroad, and binds Gilbert, his brother, to maintain the child until she reaches the age of 15. There also occur the words, "dispose and convey to Gilbert in trust, on behalf of my natural daughter, the copyright of said poems, in so far as I can dispose of the same by law, after she arrives at the age of 15 years complete." Underneath the poet's signature is an execution in writing showing that the intimation of the disposition and assignment was made at the Mercat Cross of Ayr, by William Chalmers, notary public, and two apprentice clerks of the Sheriff Court are witnesses.

THE LATE SIR ALEXANDER M'ROBERT.

Sir Alexander M'Robert, manager and director of the Cawnpore Woollen Mills Co., Ltd., has died at his residence of Dounside, Farland, Aberdeenshire. He was the eldest son of the late Mr. John M'Robert of Dounside, and before going to Cawnpore in 1884 was Neil Arnott Lecturer in Experimental Physics at the Mechanics Institute, Aberdeen, and Lecturer in Chemistry at Robert Gordon's College, Aberdeen. He was president of the Upper India Chamber of Commerce for nine years, and from 1890 to 1912 was Lieutenant-Colonel of the Cawnpore Rifles. Sir Alexander, who was knighted in 1910, was an LL.D. of Aberdeen University. During his life-time he made generous gifts to various institutions, including Aberdeen University, Aberdeen Royal Infirmary, and Newhills Convalescent Home.

In the early part of 1920 it was announced that a prominent business man had cancelled War Bonds to the value of £10,000 (subsequently increased to £130,000). All that was known publicly was that this generous gift to the nation had been made under the modest signature of "A.M.," but I hinted at the time that initials concealed the identity of a prominent and respected Donside man. The generous patriot, it may now be said without any reservation, was Sir Alexander M'Robert.

THE HAIG FAMILY AND THE "TRADE."

The annual report of the Distillers Company, shortly to be issued, will announce that Field-Marshal Earl Haig of Bemersey will join the board of management.

The Haigs have been closely associated with the Scotch whisky distilling industry for some 300 years, in the course of which they have at one time or another owned upwards of 100 distilleries. The family have been connected with the Distillers Company since its incorporation in 1877, the late John Haig, father of the Field-Marshal, being proprietor of Cameron Bridge, one of the distilleries originally taken over. John Haig and his son, Hugh Veitch, were originally directors of the Distillery Company, while William Henry, another son, was the first general secretary.

ST. COLUMBA'S.

On Hospital Sunday, St. Columba's (Church of Scotland), Port Street, London, is understood again to have contracted an amount—over £300—towards the fund subscribed by any congregation of whatever denomination in London, thus maintaining its record in this respect for several years past.

On Sunday last St. Columba's was the scene of an interesting ceremony, the dedication of a marble communion table, the front panel of which is a sculptured replica of Leonardo da Vinci's "Last Supper." It is the gift of the Baroness Strathcona and Mount Royal in memory of her father, the late Lord Strathcona.

A SOCIALIST ARISTOCRAT.

The publication of Mr. R. B. Cunningham-Graham's "Conquest of New Granada" brings back to public prominence one of the most romantic Scots of our generation. Although by birth no less than by appearance and by instincts an aristocrat of the aristocracy, Mr. Cunningham-Graham has figured conspicuously throughout his lifetime on many Socialist platforms. During an election in the Kilmarnock Burghs he had been speaking on behalf of the Labour candidate, and scarcely had the chairman had time to ask for questions when an excited weaver huddle jumped up and shrilly asked whether the speaker was prepared to answer a straight question. With great dignity, the Socialist aristocrat declared readiness to do so. "Then," demanded the little man at the pitch of his voice, "tell us this: are you descended from the bloody Graham of Claverhouse?" Prompt and suave came the reply, "My advice, my friend, is to go and ask him." There were no further questions.

THE NEW ADJUTANT-GENERAL.

The London Scottish became well acquainted with Sir Philip Chetwode, the new Adjutant-General to the Forces when they were in Palestine. His headquarters were in the Kaiser's Palace on the Mount of Olives, and they were billeted practically next door to him. They looked upon him as a sort of honorary parent, whenever he took up some vantage point on the ramparts to watch the troops march past, it signified that they were moving off to another fight. He had a high regard for the qualities of his kilted troops, and the London Scottish, it will be remembered, were the first infantry to enter Jerusalem.

OBITUARY.

At St. Boniface, Fortrose, on the 31st June, Annabella Jane Polson, wife of Alexander Young, late of Hongkong and Manila.

(Continued at foot of next column.)

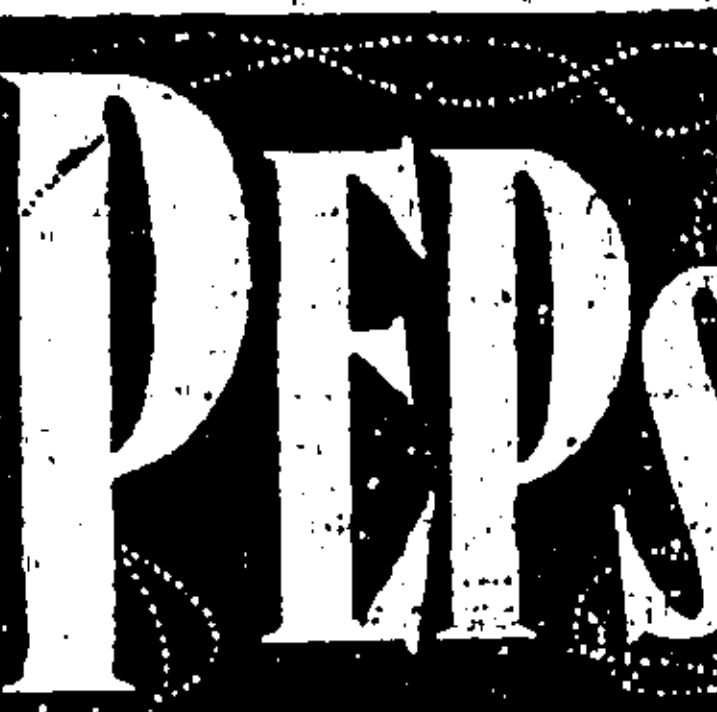
ITCHY BLISTERS ALL OVER SCALP

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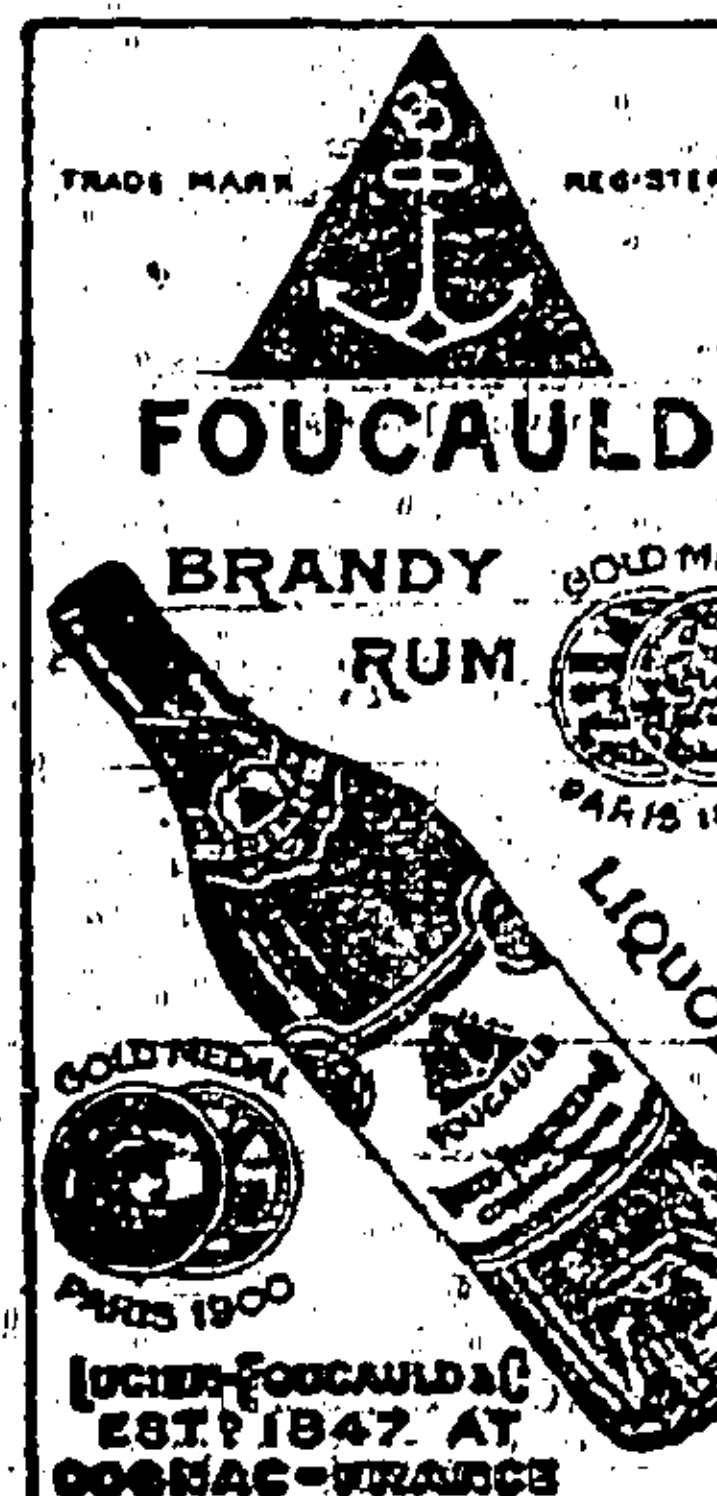
Soap 12s. Ointment 12s. 6d. and 2s. 6d. Sold throughout the Empire. Beware of cheap imitations. The name "Cuticura" is prominent on the wrapper. London, S.E. 17. A. S. & Co. Ltd. Sole Importers.

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THE MOST POPULAR GOLF STORY.

What is the most popular golf story? A Scottish newspaper has been offering a series of daily prizes for the best story about the game. One of the most interesting facts brought out in the competition is that several stories enjoy exceptional popularity; they were sent in by hundreds of people. The top favourite, curiously enough, was not about a Scots golfer, though practically all the competitors were Scots. It told of a boastful American visiting a Scottish course, who asked his caddie the length of a certain hole. "Two hundred and forty yards, sir," replied the caddie. "Oh," said the American, "that's a drive and a putt." He made a ferocious swipe at the ball—and missed it. Gravely, the caddie withdrew the putter from the bag, and handing it to the American said, "Now for a hell of a putt." A story which runs this one very close, judged by the number of times it was sent in, was about a young man and his girl who were playing golf, and had reached a green which lay on the top of a little hill. The youth ran up to see how the ball lay, and he shouted back, "A stymie! A dead stymie!" Said the girl with a sniff, "Well, do you know, George, I thought I noticed a nasty smell."

The above tale, by the way, is told by Miss Cecil Leitch in her new volume, "Golf," you will recall that it was published in this Scottish Letter, a long time ago—and most of those who submitted it to the competition were women. More than one hundred Scottish competitors sent in the story of their compatriot who gave up golf "because he had lost his ball!"

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MANILA	... "YUENSANG"	Friday, 11th Aug.	3 p.m.
SHANGHAI via NINGPO	... "LOKSANG"	Friday, 11th Aug.	5 p.m.
TSINGTAI via SWATOW & SHANGHAI	... "WAISHING"	Sunday, 13th Aug.	Noon
SANDAKAN	... "MAUSANG"	Monday, 14th Aug.	Noon
TSINGTAI via SWATOW & SHANGHAI	... "WINGSANG"	Tuesday, 15th Aug.	D.L.
BANGKOK via SWATOW	... "FOOSHING"	Tuesday, 15th Aug.	Noon
HAIPHONG via HOIHOW	... "MUOSANG"	Wednesday, 16th Aug.	D.L.
TIENSIN	... "OHBOJASHING"	Wednesday, 16th Aug.	Noon
TSINGTAI via SWATOW & SHANGHAI	... "FAUSANG"	Thursday, 17th Aug.	Noon
STRAITS & CALOUTTA	... "LAISANG"	Saturday, 19th Aug.	3 p.m.
KOBE	... "KUMSANG"	Monday, 28th Aug.	Noon

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HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo calling at Hoihow when in destination offers.

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TIENSIN LINE.—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Cheloo.

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Vessel	Leave Hongkong	Discharge
"GLENADR"	—	13th August
"GLENARIFE"	—	30th August

—HOMEWARDS.

Vessel	Leave Hongkong	Discharge
"GLENSHANE"	23rd Aug.	GESOL, LONDON, ANTWERP, ROTTERDAM & HAMBURG.
"GLENLUCE"	2nd Sept.	GESOL, LONDON, ANTWERP, ROTTERDAM & HAMBURG.

Movements are subject to change without notice.

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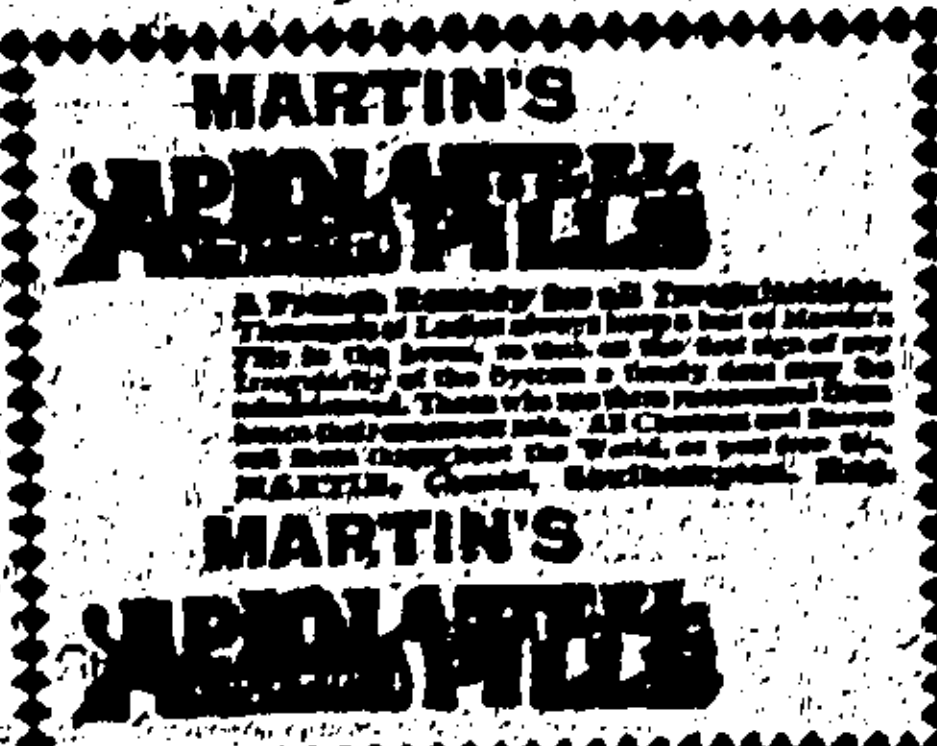
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SHIPPING NEWS

ARRIVALS.

August 8th.
Taipei, French str., 326 tons, Capt. P. B. Morganti, from Pukhoi, with a general cargo.—Kai Yue & Co.
Tempo, Japanese str., 1,250 tons, Capt. S. Morimoto, from Bangkok, with rice and meat.—Kwang Nyan Seng.

August 9th.
Bin Yeh, Chinese str., 329 tons, Capt. R. Otero, from Hoihow, none.—Sun Yick.
Bushu, Japanese str., 1,565 tons, Capt. S. Mochihara, from Saigon, with rice.—O.S.K.
Chishan, Japanese str., 2,491 tons, Capt. K. Morita, from Dairen, with a general cargo.—Nanyo Yusen Kaisha.
Hanoi, French str., 729 tons, Capt. P. Morvan, from Hoihow, with a general cargo.—P. A. Lapicque.
Hokkaido, Chinese str., 550 tons, Capt. Leung Long, from K. C. Wan, with a general cargo.—Wo Hing & Co.
Liangchow, British str., from Canton.
Soshu, Japanese str., from Canton.
Sunning, British str., 1,750 tons, Capt. H. A. Wavell, from Shanghai, with a general cargo.—B. & S.

CLEARANCES.

August 9th.
Andre Lebon, for Haiphong.
Empress of Russia, for Shanghai.
Forchou, for Canton.
Kiuhing, for Hoihow.
Kiuhing, for Canton.
Take Fook, for Singapore.
Forchou, for Hoihow.
Liangchow, for Shanghai.
President Grant, for Shanghai.
Soshu, for Canton.
Sunning, for Canton.
Taiwan, for Canton.
Washing, for Canton.
Washing, for Shanghai.

PASSENGERS.

DEPARTURES.
 Per *S.S. Andre Lebon*, on August 10th at daylight: Capt. Brown, Mrs. Holmes, Mr. C. C. Bulder, Mr. Regarty, Rev. Schlotterbeck, Mr. and Mrs. Takada, Mr. Drollette, Mr. H. A. White, Mr. R. A. Jaffray, Mr. Giouda, Mr. Jean D. de Vries, Colonel Holt, Mr. M. Menier, Mr. and Mrs. D'Almeida, Mr. Carvalho, Mr. Camoes, Mr. A. d'Almeida, etc.

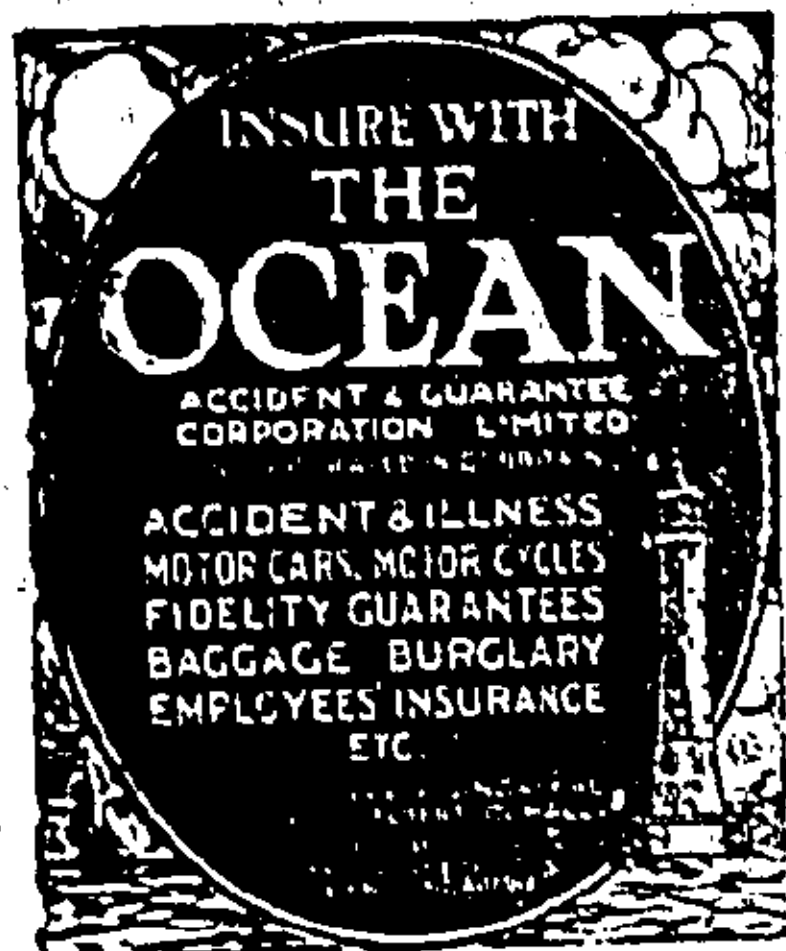
SHIPPING MOVEMENTS.

The *S.S. Achilles* (Blue Funnel) left Port Said on August 4th for London, Rotterdam and Hamburg.
 The *S.S. Democritus* (Blue Funnel) left Port Said on August 7th for Marseilles, Havre, Liverpool and Glasgow.
 The *S.S. Lonia* (Blue Funnel) left Kuchino on August 8th for Hongkong, and is expected here on August 12th.
 The *S.S. N.Y.K. s.s. Jiji Maru* (Australian line) left Kobe for Hongkong via Nagasaki on August 8th, and is expected here on August 14th.
 The *S.S. N.Y.K. s.s. Tanaka Maru* (Australian line) left Thursday Island for Hongkong via Manila on August 5th, and is expected here on August 15th.
 The *S.S. N.Y.K. s.s. Kaga Maru* (American line) left Manila for Hongkong on August 9th, and is expected here on August 11th.
 The *S.S. N.Y.K. s.s. Tama Maru* (Calcutta line) left Calcutta for Hongkong via Singapore on August 7th, and is expected here on August 23rd.

VESSELS EXPECTED.

Ajaz (Blue Funnel), due September 1st.
Antiochus (Blue Funnel), due August 31st.
City of Lincoln (Bank Line), due August 15th.
Empress of Australia, due August 16th.
Electra (Blue Funnel), due August 17th.
Indra (East Asiatic Co.), due August 15th.
Yuzon (Blue Funnel), due August 18th.
Laomachus (Blue Funnel), due August 24th.
Wouan (P. & O.), due August 13th, 6 a.m.
President Lincoln (P.M.), due August 9th.
Takada (B.L.), due August 13th.
Talkhybia (Blue Funnel), due August 31st.
Tampo (N.Y.K.), due August 17th.
Telesia (Blue Funnel), due August 16th.

GRIMAULT'S
SYRUP
 OF
 HYPOPHOSPHITE OF LIME
 FOR
 STUBBORN COUGHS
 BRONCHITIS
 WEAK LUNGS
 CATARRH
 CONSUMPTION



SHANGHAI OFFICE—

3A, Peking Road.

AGENTS for Hongkong

and South China.

DODWELL & CO. LTD.

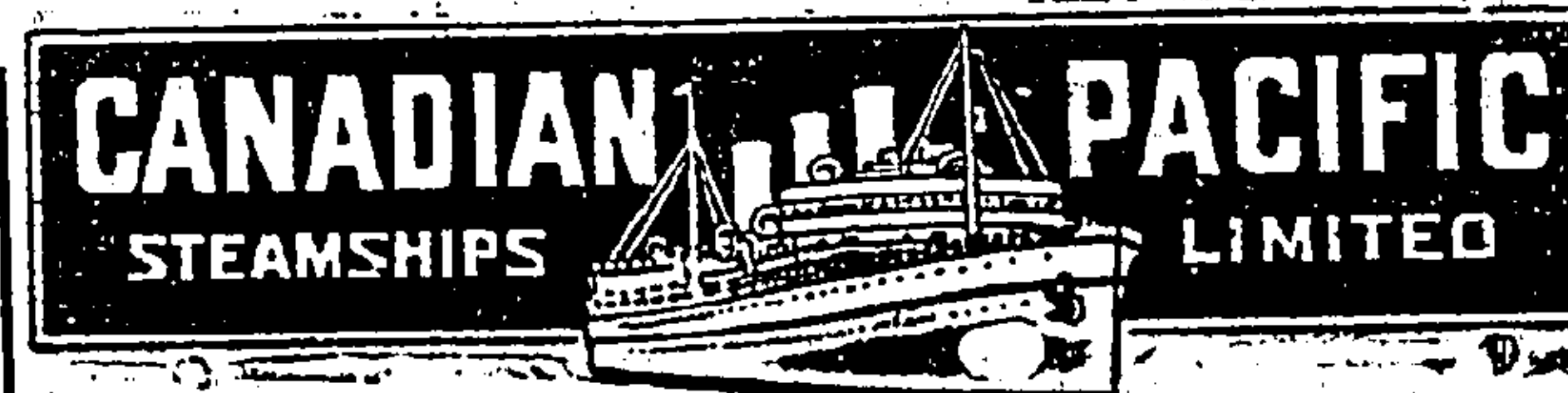
TELEPH. 1080 2, QUEEN'S BLDG.

BOARD OF CONSERVANCY WORKS OF KWANGTUNG.

WATER LEVELS IN ENGLISH FEET AT 10 A.M.

Place of Observation.	Highest W.L. ever recorded.	Lowest W.L. ever recorded.	W.L. Aug. 9.	W.L. Aug. 10.
Wuchow, W. River	+79.50	-2.45	53.20	57.00
Kongmoon, W. River	+14.70	-0.80	10.30	13.70
Linkonghow, N. River	+57.00	-	14.00	17.00
Samahut, N. River	+27.25	-5.00	17.50	19.50
Shedlung, E. River	+15.15	-0.93	9.30	9.30

Engineer-in-Chief.



HOME VIA CANADA

Hongkong to England

via Shanghai, Nagasaki, Kobe, Yokohama, Vancouver & Montreal.

From Hongkong	Arrive Vancouver	From Vancouver	Arrive England
Empress Russia Aug. 10	Aug. 28	Empress France Sept. 5	Sept. 12
Empress Australia Aug. 24	Sept. 11	Empress Scotland Sept. 19	Sept. 26
Empress Asia Sept. 7	Sept. 25	Empress France Oct. 3	Oct. 10
Empress Canada Sept. 21	Oct. 9	Empress Scotland Oct. 17	Oct. 24
Empress Russia Oct. 5	Oct. 23	Empress France Oct. 31	Nov. 6
Empress Australia Oct. 19	Nov. 6	Empress Scotland Nov. 14	Nov. 21
Empress Asia Nov. 2	Nov. 20	Empress France Nov. 28	Dec. 5

Other Atlantic Sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg.
 Allotment of Cabins or Atlantic steamers held here and through tickets issued.
 Early reservation necessary.

Three Trans-continental Trains Daily.
 Special train Vancouver to Chicago leaves immediately after ship's arrival.
 Standard Sleeping Cars, Compartments & Drawing Rooms.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

"CANADIAN PACIFIC THROUGHOUT"

CANADIAN PACIFIC STEAMSHIPS, LIMITED.
 Hongkong Office. Telephone 762. Cable Address: GACANPAC.

CHINA MAIL S.S. CO., LTD.

(Incorporated in U.S.A.)

OPERATING FAST FREIGHT AND PASSENGER STEAMERS

"NANKING" "CHINA" "NILE" "GORJISTAN" "ARMANESTAN"

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE

FIRST CLASS FARE TO EUROPEAN PORTS

Minimum Rate U.S. \$377.00

Maximum Rate U.S. \$820.50

First Class Accommodation Throughout.

Trans-Pacific Service

HONGKONG TO SAN FRANCISCO

via Shanghai, Nagasaki, Yokohama and Honolulu.

s.s. "NANKING" s.s. "CHINA"

August 14th, Noon. Sept. 16th.

via Manila, Nagasaki, Yokohama and Honolulu.

s.s. "NILE" Sept. 30th.

Java Service

HONGKONG TO AMOY, SINGAPORE AND

JAVA PORTS.

S.S. "GORJISTAN" S.S. "ARMANESTAN"

On or about Aug. 22nd On or about Sept. 9th.

FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States & Canada

also

Cargo accepted on Through Bills of Lading for transshipment at San

Francisco by weekly sailings for principal Atlantic Ports.

G. T. SURBRIDGE, GENERAL AGENT.

PRINCE'S BUILDING, 100, HONG KONG STREET.

TELEPHONE: FANTOM 2161, TEL: FANTOM 2161 & 2162.

No. 1934. CABLE ADDRESS: "CHIMAIL"

VESSELS ADVERTISED AS LOADING

DESTINATION	VESSEL'S NAME	FLAG	FOR FREIGHT	APPLY TO	TO BE DISPATCHED
LIVERPOOL via Marseilles & Valencia	Bengal Maru	Jap.	Nippon Yusen Kaisha	...	Middle of Aug.
BOSTON & New York via Suez	Telemachus	Brit.	The Bank Line, Limited	...	On 15th inst.
NEW YORK & Boston	Decro Castle	Brit.	Dodwell & Co., Ltd.	...	About Middle of Sept.
NEW YORK & Boston	Slavic Prince	Brit.	Struthers & Barry	...	End of Sept.
SAN FRANCISCO	Am. President Lincoln	Am.	Struthers & Barry	...	On 21st inst.
SAN FRANCISCO via Suez & Jap. Ports & H.L.	Nanking	Am.	Pacific Mail S.S. Co.	...	On 23rd inst.
SAN FRANCISCO via SHANGHAI, JAPAN, &c.	Empress Russia	Jap.	Nippon Yusen Kaisha	...	On 14th inst., Noon.
VICTORIA & Vancouver via S.H.A.I. J. Ports	Kaga Maru	Jap.	Nippon Yusen Kaisha	...	About 10th inst.
VICTORIA, VANCOUVER, SEATTLE & TAUOMA	Africa Maru	Jap.	Nippon Yusen Kaisha	...	On 22nd inst.
VICTORIA, SEATTLE & Vancouver	IXION	Brit.	Canadian Pacific O. S. Ltd.	...	On 28th inst.
VANCOUVER via SHANGHAI & JAPAN, &c.	Empress of Russia	Brit.	P. & O. B. L. & A. L.	...	On 10th inst.
MARSEILLES, LONDON & ANTWERP	Sardina	Fren.	Messageries Maritimes	...	About 22nd inst.
MARSEILLES via Haiphong, Saigon, S.H.A.I. &c.	Amboise	Fren.	Messageries Maritimes	...	On 14th inst.
MARSEILLES, LONDON & ANTWERP via Singapore, &c.	Kamo Maru	Brit.	Nippon Yusen Kaisha	...	On 15th inst., at 11 a.m.
LONDON, ANTWERP & HAMBURG	Jason	Brit.	Butterfield & Swire	...	On 21st inst.
LONDON, ROTTERDAM, ANTWERP & HAMBURG	Mentor	Brit.	Butterfield & Swire	...	On 23rd inst.
GENOA, MARSILLES, LIVERPOOL & HAVRE	Glenbeg	Brit.	Jardine, Matheson & Co., Ltd.	...	On 14th inst.
ROTTERDAM, AMSTERDAM & HAMBURG	Keemun	Brit.	Butterfield & Swire	...	On 26th inst.
HAVRE, LONDON, ANTWERP & HAMBURG	Zosma	Dut.	Java-China-Japan-Lijn	...	On 26th inst.
BOMBAY, MARSILLES, LONDON & ANTWERP	City of Manchester	Brit.	The Bank Line, Ltd.	...	On 27th Sept.
BOMBAY via Singapore & Colombo	Macedonia	Jap.	Nippon Yusen Kaisha	...	On 10th inst.
STRAITS & Calcutta	Akita Maru	Jap.	Jardine, Matheson & Co., Ltd.	...	On 19th inst., 3 p.m.
SINGAPORE & BELAWAN-DETI	Van Choon	Dut.	Java-China-Japan-Lijn	...	On 17th inst.
BRINDISI, VENICE & TRIESTE	Tracia	Brit.	Dodwell & Co., Ltd.	...	About 5th Sept.
HOIHOW, PAKHOI & HAIKONG	Kaifong	Jap.	Butterfield & Swire	...	About
HAIPHONG via Hoihow & PAKHOI	Hozui Maru	Jap.	Yamashita Kisen Kaisha	...	On 14th inst., at Noon.
KEELUNG via Swatow & AMOY	Tai Kwai Maru	Jap.	Yamashita Kisen Kaisha	...	On 15th inst., at 11 a.m.
SANDAKAN	Manung	Brit.	Jardine, Matheson & Co., Ltd.	...	On 31st inst.
AUSTRALIAN PORTS via MANILA	Aki Maru	Jap.	Nippon Yusen Kaisha	...	On 13th inst., at Noon.
AUSTRALIAN PORTS	Eastern	Brit.	Jardine, Matheson & Co., Ltd.	...	On 15th inst., 11 a.m.
TSINGTAU via Swatow & SHANGHAI	Washing	Jap.	Nippon Yusen Kaisha	...	About 18th inst.
SHANGHAI, KOBE & YOKOHAMA	Buoy Maru	Fren.	Messageries Maritimes	...	On 14th inst., 10 a.m.
SHANGHAI, KOBE & YOKOHAMA	Amazone	Brit.	P. & O. B. L. & A. L.	...	About 19th inst.
SHANGHAI & Japan	Novara	Brit.	Dodwell & Co., Ltd.	...	On 28th inst., at Noon.
SHANGHAI	Tracia	Brit.	Jardine, Matheson & Co., Ltd.	...	About 15th inst.
KORE	Kumsang	Brit.	Jardine, Matheson & Co., Ltd.	...	About 15th inst.
SOERABAYA	Taijap	Dut.	Java-China-Japan-Lijn	...	On 1st Sept.
SAIGON, BANGKOK & SINGAPORE	Buho Maru	Jap.	Osaka Shosen Kaisha	...	About 15th inst.
BATAVIA	Tijsondori	Dut.	Jardine, Matheson & Co., Ltd.	...	On 15th inst., at Noon.
BANGKOK via Swatow	Fooshing	Brit.	Butterfield & Swire	...	On 10th inst., at 5 p.m.
SWATOW & BANGKOK	Kaying	Brit.	Douglas Lapsrak & Co.	...	On 11th inst., at 1 p.m.
SWATOW AMOY & FOOSHOW	Heichang	Brit.	Douglas Lapsrak & Co.	...	On 15th inst., at 1 p.m.
SWATOW, AMOY & FOOSHOW	Yuesang	Brit.	Jardine, Matheson & Co., Ltd.	...	On 11th inst., at 3 p.m.
MANILA	Beaport	Am.	Struthers & Barry	...	On 12th inst.
MANILA, SINGAPORE, BATAVIA, SAMARANG, &c.	Taming	Brit.	Butterfield & Swire	...	On 15th inst., 4 p.m.

WEATHER REPORT.

August 9th, at 12.40.—Warning to Hongkong Coast Ports, &c.—Depression or typhoon of unknown intensity within 120 miles of Lat. 20 deg. N. Long. 121 deg. E. direction unknown.

August 9th, at 12.37.—Pressure has increased slightly from Shanghai to Hongkong and over the Visayas. It has decreased slightly at Aparri.

The depression or typhoon appears to be between Kuchan and Aparri. Its direction of motion is unknown.

Hongkong Rainfall for the 24 hours ending at 10 a.m., 8th August, 0.00 inch.

Total since January 1st, 41.00 inches, against an average of 58.06 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT FORECAST

Hongkong to Cap Rock S. to variable winds, moderate, fair.

Formosa Channel S. winds, freshening from N.E. later.

South coast of China between Hongkong and Lamook The same as No. 1.

South coast of China between Hongkong and Hainan The same as No. 1.

HONGKONG METEOROLOGICAL REGISTER

Hongkong Observatory, August, 1922.

	Previous Day at 1 p.m.	On Date at 6 a.m.	On Date at 3 p.m.
Barometer	29.55	29.57	29.55
Temperature	83°	83°	83°
Humidity	74	80	68
Wind Direction	SSW	SW	WSW
Force	1	2	1
Weather	0	C	c
Rain	0.00	0.00	0.00

Highest open-air Temperature on 8th ... 88°

Lowest open-air Temperature on 9th ... 83°

HONGKONG TIDE TABLE

From August 10th to 16th, 1922.

Days of Week	Days of Month	HIGH WATER		LOW WATER	
		H'kong Standard Time	Height	H'kong Standard Time	Height
Thurs.	10	10 32	6 8	4 10	2 5
Fri.	11	11 40	6 8	5 16	1 4
Satur.	12	0 5	4 9	6 49	1 5
Sun.	13	11 39	5 8	6 30	2 7
Mon.	14	0 29	5 4	6 15	2 9
Tues.	15	1 13	5 1	7 9	3 0
Wed.	16	1 11	4 9	7 24	2 7
		1 58	5 3	8 18	3 2
		2 16	4 4	7 57	3 0
		3 29	5 5	9 49	3 1
		3 37	4 1	8 35	3 2

VISITORS AT HOTELS

Hongkong Hotel.

Major C. Alderson	Mr M. B. King
Mr R. L. Atkins	Mr & Mrs H. F. de Lacerda
Mr C. W. Anderson	Mr King Lao San
Mr G. D. Barker	Mr & Mrs Lafford
Miss Barnes	Mr E. J. Leveson
Mr & Mrs J. H. S. Barnes	Mr H. Lewis
Mr A. Barr	Mr Lin Hong Beng
Mr J. J. Becker	Mr & Mrs L. L. Loe
Mr E. B. Bellis	Mr A. M. Macdonnell
Mr H. V. Bernard	Mr E. M. Macintosh
Mr & Mrs C. H. Benson	Capl L. Macley
Mr E. Blackburn	Mr P. Marks
Mr L. A. Blok	Mr A. C. McCullough
Miss Bryant	Mr S. S. McKee
Mr J. D. Carmie	Mr H. Col M. F.
Eng. M. de Carvalho	Mr J. D. McFargar
Mr W. F. Carr	Mr R. Marmoy
Major J. N. Clark	Miss Nettleton
Mr W. D. Clifford	Mr C. H. Montague
Miss B. Coleman	Dr J. Morrison
Mr F. A. Calk	Mr L. M. Mable
Mr W. F. Cowen	Dr J. W. Noble
Mr D. R. Davies	Mr C. Nopper
Mr K. B. Davis, Jr.	Mr S. H. Noland
Miss Dixon	Mr F. Powell
Mr & Mrs Duchateau	Lt. Col. B. Fowley
Mr & Mrs R. C. Eddy	Mr & Mrs E. J. J. Randall
Mr D. Elliott	Mr D. N. Reid
Mr E. English	Mr P. B. Renfrew
Mr & Mrs T. O. Farrell	Mr W. B. Ricketts
Mr & Mrs B. L. Forst	Mr G. F. Rittenhouse
Mr C. H. French	Mr F. de Rosario
Mr & Mrs W. H. Gale	Mr A. H. Rowe
Mr John S. Gardiner	Mr & Mrs E. Ryan
Capt. H. A. Gauld	Mr & Mrs E. Ryan
Mr Gesteland	Miss E. Scholl
Mr & Mrs E. R. Gourdean	Mr L. A. Scholz
Mr B. W. Gray	Mr & Mrs de Saivre & 2 children
Mr H. Green	Mr D. M. Temple
Capt. T. P. Hall	Mr & Mrs F. M.
Mr Hamilton	Mr & Mrs F. M.
Mr C. Hammond	Mr & Mrs F. M.
Mr S. C. Harris	Mr & Mrs F. M.
Mr L. A. Hodger	Mr W. v. d. Steen
Miss A. Hedger	Mr W. G. Stevenson
Col. F. V. Holt	Mr O. F. Terrill
Mr A. M. Houser	Mr J. S. Thomson
Mr R. E. Houke	Mr G. E. Trichter
Mr Robt. Horne	Miss J. Underhill
Mr J. J. Howard	Miss N. Underhill
Mr & Mrs G. C. Hunter	Mr F. D. de Vries
Mr S. Jensen	Mr J. D. Wilkinson
Mr G. de Jong	Mr & Mrs M. W.
Mr J. E. Joseph	Dr & Mrs C. Wood
Mr & Mrs A. D. Keigwin	Dr J. H. Yap
Mr E. D. Kenap	

REGULAR BAR HOTEL.

Mr & Mrs J. D. Birrell	Mr & Mrs J. D. Miller
Mr L. H. Boswell	Capt. & Mrs
Mr & Mrs Davies	Mr & Mrs Monahan
Mr & Mrs Edwards	Mr & Mrs Nicholson
Col. & Mrs Foster	Dr J. W. Noble
Mr & Mrs G. Foster	Mr & Mrs Powrie
Mr & Mrs G. Foster	Mr & Mrs J. Rabbitt
Mr & Mrs G. Foster	Miss Ramsey
Mr & Mrs G. Foster	Rev. C. H. Heles
Mr & Mrs G. Foster	Mr & Mrs Thompson
Mr & Mrs G. Foster	Dr & Mrs W. Walker
Mr & Mrs G. Foster	Mr & Mrs H. Walker
Mr & Mrs G. Foster	Mr & Mrs W. Walker
Mr & Mrs G. Foster	Mr & Mrs H. White
Mr & Mrs G. Foster	Mr & Mrs W. Worthington

N. Y. K.

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WILLERMAN & BUCKNALL S.S. CO. LTD.
FREIGHT & PASSENGER SERVICE
OUTWARDS.

HOMEWARDS.

U.S. "CITY OF MANCHESTER" 26th Aug. ... Marseilles, London, Antwerp & Hamburg.
Subject to change without notice.
For particulars of freight and passenger rates apply to—

THE BANK LINE, LTD.,
General Agents.

BOSTON AND NEW YORK

Joint Service of the

"BLUE FUNNEL" LINE

JOHAN S.S. CO. LTD. AND CHINA MUTUAL S.S. CO. LTD.
AND

AMERICAN & MANCHURIAN LINE
ELLERMAN & BUCKNALL S.S. CO. LTD.

Sailings from Hongkong.

U.S. "TELEMACHUS" ... via Suez Canal ... 10th August.
U.S. "CITY OF BAGDAD" ... via Suez Canal ... 25th August.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.

For freight and particulars apply to—
BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONGKONG.
(JOHN SWIRE & SONS, LTD.)
HONGKONG AND CANTON. REES & CO. CANTON.

MESSAGERIES MARITIMES**SERVICES CONTRACTUELS**

MAIL SERVICE UNDER CONTRACT WITH THE FRENCH GOVERNMENT
Destinations. Steamers & Displacement. Sailing Dates.

SHANGHAI, KORE & YOKOHAMA ... "AMAZONE" ... 11,000 ... On or about 18th Aug.
MARSEILLES, via HAI-PHONG, SAIGON, SINGAPORE, PENANG, COLOMBO, DUBOUIL, SUEZ & PORT SAID ... "ANGEOR" ... 15,000 ... On or about 1st Sept.
MARSEILLES, via HAI-PHONG, SAIGON, SINGAPORE, PENANG, COLOMBO, DUBOUIL, SUEZ & PORT SAID ... "AMBOISE" ... 15,000 ... On or about 22nd Aug.
MARSEILLES, via HAI-PHONG, SAIGON, SINGAPORE, PENANG, COLOMBO, DUBOUIL, SUEZ & PORT SAID ... "CORDILLERE" ... 11,000 ... On or about 5th Sept.

COMMERCIAL LINE

HARVE, DUNKIRK & ANTWERP DIRECT ... "LE DE LA TOUR" ... About 14th Aug.

ALSO SERVICE TO BORDEAUX, HAYRE, DUNKIRK & ANTWERP. (ON APPLICATION)
For further particulars, etc., apply to

CONSIGNATION—TRANSIT—REPRESENTATION: A. JORDAN, Acting Agent, Queen's Building, Telephone 740.

DOUGLAS STEAMSHIP CO., LTD**HONGKONG AND SOUTH CHINA COAST PORT SERVICE.**

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodations for First-Class Passengers, Electric Light and Fans, in steamers, always and excellent cuisine.

FOR

SWATOW AMOY & FOCHOW

AND RETURN

(Occupying 9 or 10 Days)

HAIPHONG ... Capt. J.B. Thomson ... Friday, 11th Aug., at 1 p.m.
HAIPHONG ... Capt. W.C. Parsons ... Tuesday, 15th Aug., at 1 p.m.

Arrival and Departures from the Company's Wharf (near Blake Tower).
For Freight and Passage apply to—

DOUGLAS LAFRAIK & CO
General Manager.

YAMASHITA KISEN KAISHA
(THE YAMASHITA S.S. Co. Ltd.)
REGULAR FREIGHT & PASSENGER SERVICE
KEELUNG, HON KONG & HAIPHONG.
Sailing from Hongkong.
FOR HAIPHONG via Hekow & Pakhoi
FOR KEELUNG via Swatow & Amoy

For further particulars, please apply to—

Branch Office: No. 27, Bankers' Bldg., Wai, Tel. No. 145.
S. MITARAI, Agent, Top Floor, King's Building, Tel. No. 140.

P. & O. British India

Apcar and Eastern & Australian Lines

COMPANIES Incorporated in ENGLAND.

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EST, EUROPE, ETC.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government.)

S.S.	Tonnage	From Hongkong (about)	Destination
"SARDINIA"	4,580	15th Aug. 11 a.m.	Singapore, Penang, Colombo, Aden, Port-Said, Marseilles & London.
"SICILIA"	5,702	18th Aug.	Singapore, Penang, Colombo & Bombay.
"JEYPORE"	5,215	25th Aug.	Marseilles, London & Antwerp.
"DEVANEA"	4,522	30th Aug.	do.
"NOVARA"	4,550	13th Sept.	do.
"MACEDONIA"	10,613	27th Sept.	Bombay, Marseilles, London & Antwerp.
"KALYAN"	8,987	11th Oct.	Marseilles, London & Antwerp.
"MANTUA"	11,000	25th Oct.	Bombay, Marseilles, London & Antwerp.
"DONGOLA"	8,056	8th Nov.	Marseilles, London & Antwerp.
"NANKIN"	7,000	22nd Nov.	do.
"KARMALA"	9,000	6th Dec.	Bombay, Marseilles, London & Antwerp.
"KASHGAR"	9,000	20th Dec.	Marseilles, London & Antwerp.
"PLASSY"	7,300	3rd Jan. 1934	do.

BRITISH INDIA - APCAR SAILINGS

"TANDA" 6,956 18th Aug. Calcutta via Singapore & Penang.

EASTERN & AUSTRALIAN SAILINGS (South)

"EASTERN" 4,000 31st Aug. (Manila, Sandakan, Thursday Island, Cairns, Townsville, Brisbane, Sydney & Melbourne).

Frequent connections from Australia with the following—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

"NOVARA" 6,850 14th Aug. 10 a.m. Shanghai, Japan.
"TAKADA" 6,949 15th Aug. Shanghai & Japan.
"KALYAN" 8,987 28th Aug. Shanghai & Japan.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.
First Saloon passengers may travel by R.I.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in line of the section of their P. & O. Thru Singapore to Colombo.
All cabins are fitted with Electric Fans free of charge.
Parcels measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.
For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—
† Cargo only.

MACKINNON, MACKENZIE & CO.

22, Des Voeux Road Central, HONGKONG. Agents.

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP MARSEILLES—Monthly direct service via Singapore and Port Said.

"ARGON MARU" ... Monday, 14th Aug.
"LONDON MARU" (Taking Passengers to Europe) Saturday, 18th Sept.
BUENOS AIRES—RIO DE JANEIRO, SANTO, DURBAN & DAPE TOWN via SAIGON & SINGAPORE. PASSENGER SERVICE.
"GANDA MARU" ... Tuesday, 22nd Aug.
BOMBAY & COLOMBO—REGULAR FORTNIGHTLY SERVICE via SINGAPORE.
"JAVA MARU" ... Thursday, 24th Aug.
SAIGON, BANGKOK & SINGAPORE—Regular monthly Passenger Service.
"BUSHO MARU" ... Friday, 1st Sept.

CALCUTTA via SINGAPORE & RANGOON.
"KOSHU MARU" ... Thursday, 24th Aug.
VICTORIA, VANCOUVER, SEATTLE & TACOMA—via Dairen—Taking cargo to OVERLAND POINTS U.S.A. & CANADA—Passenger Service.
"AFRICA MARU" ... Tuesday, 22nd Aug.

NEW YORK via PANAMA—Regular monthly service via Japan Port, San Francisco, Panama & Colon Ports.
"HAGUO MARU" ... Saturday, 12th Aug.

NEW ORLEANS LINE via SUEZ ... Thursday, 25th Sept.
"SUMATHA MARU" ... Thursday, 25th Sept.

JAPAN PORTS—Kobe & Yokohama via Shanghai.
"ALTAI MARU" ... Sunday, 3rd Sept.

KEELUNG via SWATOW & AMOY—These Steamers have excellent accommodation for 1st and 2nd class saloon passengers.
"AMAKUSA MARU" ... Sunday, 13th Aug.

TAKAO via SWATOW AMOY.
"BOSHU MARU" ... Thursday, 10th Aug.

Tel. No. 4090. Y. YABUDA, Manager.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON and NEW YORK
S.S. "SLAVIC PRINCE" ... East of September.
For Freight and full particulars apply to—
FURNES (FAR EAST) LIMITED
(Incorporated in Great Britain)
8, George's Building, Telephone 3165. Telegrams [Farrprince]

C. N. C. CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATIONS

For HOIHOW, PAKHOI & HAIPHONG ... "KAIFONG" ... On 10th Aug. 8 a.m.
SWATOW & BANGKOK ... "KAYING" ... On 10th Aug. 4 p.m.
AMOI & SHANGHAI ... "SINKIANG" ... On 11th Aug. 10 a.m.
SHANGHAI & TIENTSIN ... "SUNNING" ... On 12th Aug. 4 p.m.
MANILA, CEBU & ILOILO ... "TAMING" ... On 15th Aug. 4 p.m.
SHANGHAI ... "SZECHUEN" ... On 18th Aug. 4 p.m.

SHANGHAI LINE—PASSENGER, MAILS and CARGO
Excellent Saloon accommodation, electric fans in cabins and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking Cargo on through Bill of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—
BUTTERFIELD & SWIRE
(JOHN SWIRE & SONS, LTD.) Agents.

CARGO & PASSENGER CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE (John Swire & Sons, Ltd.)

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

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